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Editorial

Volume 6 Issue 8

Editorial

Last month I talked about motivation in the hobby and what stimulated you to make models. One of the biggest problems I always have with being an Editor is the editorial! Because of the schedule for producing a monthly magazine, the last edition you received was back from the printers just three days before I wrote the editorial for this edition. It does not leave much time for reflecting or making comments in general about our hobby, so I usually find that my editorials are short one month, long the next, as this at least gives a suitable time period for me to actually have something to say.

Generally, at present, our hobby seems to be going through a period of change. Here in the UK we have officially been informed that the receivers have been brought in at Beattles, and news of the

impending sale of Revell-Monogram/Revell AG means that there are a number of

major changes happening out there. The schedule of releases and accessories from the smaller volume manufacturers does not seem to diminish though, and this month you will see a mass of kits, accessories and decals reviewed. Many people have jokingly (I hope) said that we ought to do this title fortnightly, but it is getting to the stage where our current 84 pages a month seems insufficient. To think, just six years ago we started with barely 48 pages, how times change...

Richard A. Franks

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The historic Gloster E.29/39 in 1/48th scale from Arba Products is built by Richard A. Franks



653... Diorama - Pt.2

Nicholas I. Wigman continues his series dealing with the whole subject of dioramas for your models



News Update

Nakotna

1/72nd

Many of you will recall the couple of 5u-27 family kits released by this manufacturer a few years ago (later to be reboxed by Encore), well they have just released four more examples. These are the Sukhoi Su-27 Planker (#7095), Sukhoi 5u-35 (#7006), Sukhoi Su-27UB Flanker € (#7007) and Sukhoi Su-30MK (#7008), all of which are £7.50 each.





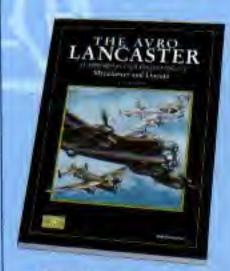






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See page 641

Ocidental

1/48th

After the release of their two Spitfire Mk IX kits, it will come as no shock to you all to find that they have now released the Mk XVIe (#022). This kit arrived in the UK late in June and is priced at just £9.95. No amendments or corrections have been made to the overall shape of the base mould, and many will be surprised to hear that the kits come in a simple box with instructions on the back and no decals!



Heller

1/144th

Following on from our Preview of the kits a few months ago, the Mirage 2000-5F (#79907) and Dassault Rafale M (#79908) are now readily available in the UK. Each of them retails for £2.99.

1/72nd

The reissued Nord 2501 Noratlas (#80374) is also available in the UK and it is £9,99.

1/481

In this scale the Mirage IIIC/B (#80411) is available at £7.99, while the Bell OH-58 Kiowa (#80482) is in fact 1/50th scale and is £5.99.

Interavia

1/720

An injection moulded kit of the Sukhoi Su-35 is available from this manufacturer and retails for £7,50.



Sanger

1/72nd

The latest vac-formed kit from this manufacturer is the Antonov An-24 Coke (#7218) and it is £27.50.

RVHP

1/72nd

The latest resin conversion from RVHP is the Lockheed EC-121L (WV-2E) Warning Star (#7261), it is designed for the Heller Constellation kit and includes decals for NAS Point Magu. The UK price for this conversion is £22.50.

The latest resin kits in this scale are the OEF C.II 'Crech Air Force' (#7259) and the OEF C.II 'Austro-Hungarian Air Porce' (#7269), both of which are £15.00 in the UK.



MTS Models

1/48th

Back once again from this manufacturer is

Scale Avaction Madeller International - August 2005

the Messerschmitt Me 155B (#4802), although this time it comes with decals. The UK stockist for the range is Hannants and this kit is £24.95.

Hasegawa

1/200th

Available in the UK during late June was the Boeing 777-200 'American Airlines' (#10613) and it was £16.99.

New items in Japan during June included the MD-82/MD-87 'American Airlines' (#10618/¥1500)

New in Japan during July were the Airbus A320 All Nippon Airways' (#LL27/¥1000) and Boeing 747-400 'Ansett Australia' (#10621/¥1800).

1/144th

New items in Japan during June included the YS-11E 'Electric Warfare' (#10619/¥2800).

1/72nd

Let's start in this scale with the June UK. releases. These included the Mil Mi-24 Hind D'Czech Aerobatic Team' (#00063/£12.99),



F-117A 'Stars and Stripes' (#00066/£9.99), McDD F-45 Phantom VMFA-321 Hells Angels' (#00067/£13,50), TF-15 Eagle "Bicentennial" (#00069/£13,99), P2V-7 Neptune French Navy (#00070), F-BE Crusader 'CVW-19 CAG Bird' (#00072/E7.99), Douglas A-1H Skyralder with rocket pads (#00073/£10.99), Mitsubishi Ki-46-II Dinah (#CP005/£15.99). Grumman S2F-1 Tracker (#K001/£9.99). Lockheed P2V-7 Neptune (#K006/£19,00), TF-104G Starfighter Bicentennial (#00074/E8.99), Jaguar GR Mk 1 Special Markings' (#00076/£8,99), Boeing B-17F Flying Fortress 'Nose Art' (#00077/£14.99), F-14B Tomcat 'LANTIRN' (#00078/E14.99). Tornado F Mk 3 'Red Zebra' (#00079/£12.99), F-15D/DJ Eagle (#00435/£6.99), AH-64 Apache (#00436/£6.99), HH-60D Night Hawk (#00437/£6.99), P-16B Fighting Falcon (#00444/£6.99), F-16D Fighting Falcon (#00445/£6.99), F-104J/CF-104 Starfighter (#00446/£6.99), F-104S/F-104G (#00447/E6.99) and F-16CJ Block 50 Fighting Falcon (#D18/E6.99), Shinmeiwa PS-1 (#K008/£18.99), Martin 5P-5B Marlin (#K009/£1#.99) and SR-71A Blackbird with Drone (#K016X/£17.99). The last three of these are straight reissues.





















Items in Japan during June included the SOC-3 SeaguII (#00084/¥1000), F-14A Tomcat 'Bicentennial' (#00085/¥3200).



Mitsubishi F-2A 'Production Model No 1/No 2' (#00088/¥1400), Mitsubishi Ki-67 Type 4 Heavy Bomber Hiryu (Peggy) 'with 1 Gou Type 1 Kou Guided Bomb' (#00082/¥2800) and Heinkel He 51A/B (#00083/¥1000). Items #00083 and #00084 are simple reissues.









July releases in Japan include the Mitsubishi Ki-46-III Dinah (#CP6/¥2000), P-4C/D Phantom II'YiG Killer' (#00089/¥2200), US Aircraft Weapons VI [Smart Bombs Set] (#X72-11/¥500), F-117A Nighthawk/with GBU-27 Guided Bombs' (#00086/¥1600), NP-3D Orion (#00087/¥3200), Fuji T-1A *1998 13th PTW Special Painting' (#00092/¥1400) and (most surprisingly) the Sakhoi Su-30KI (#00095/¥3400). Now the latter item could be a new tool, or a conversion based on their Su-27 kit (its price is high enough for either), or maybe it is a Dragon kit, as that firm listed a number of Su-27 variants a few years back?

1/48th

The UK June releases in this scale included the F-14B Tomcat 'VF-103 Jolly Rogers' (#09335/£29.99), the all-new F-16CJ (Block 50) Fighting Falcon (#V10/£14.00), F6F-5 Hellcat '1000th Hellcat' (#09341/£16.99), Henschei Hs 129B-1 'North Africa' (#09344/£16.99) and Lockheed F-104C Starfighter 'US Air Force' (#PT19/£16.99).













New items in Japan during June included the Nakajima Ki-84 Hayate (Frank)

'Pre-Production Model No. 124'
(#09346/¥2000), F-86F Sabre 'Thunder Tigers' (#09349/¥3200), F-104] Starfighter 'JASDF' (#PT18/¥2400), Hawker Hurricane Mk IV 'Far East Theatre' (#09347/¥2400), Junkers Ju 87D-4 'Torpedoflieger Part 2' (#09348/¥2800) and P-51D Mustang 'Miss America' (#09350/¥2800). Note that #09347 is a limited release with a resin armoured radiator unit to convert the Mk II moulds into a Mk IV.

Also due out in Japan during June was the US Aircraft Weapons D'Smart Bombs & Targeting Pod Set' (#X48-8/¥1000). July releases in Japan include the F-4J Phantom II 'VX-4 Vandy 76' (#09353/¥3200), F-16DJ (Black 50) Fighting Falcon (#09352/¥2200), Mitsubishi A6M5 Type 52 Zero '261st Flying Group' (#09351/¥2000), F-14A Tomest VF-154 Black Knights Millennium Special' (#09357/¥3800), U-36A Learjet JMSDF (#09354/¥3200), Kawanishi N1K2-) Shinden Kal (George) Early Version (#1173/¥2000), F-105D Thunderchief (#HM164/¥2600), B-26B Marauder (#HM165/¥4200); Messerschmitt Me 262A (#HM166/42600).





The last three 'HM' coded kits are Monogram toolings, Other ex-Monogram kits currently doing the rounds in Japan are the A-37 Dragonfly (#HM162/¥2600) and F-20 Tigershark (#HM163/¥2600).

1/32nd

A couple of kits were reisaued in the UK during June in this scale, and they were the Spitfire HP Mk VI (#S19/£16.99) and the Nakajima Ki-43 Type I Oscar (#08122/£16.99). The former looks like rediscovered stocks, as it is identical in packaging etc to the last time we saw it (even down to the incorrect spelling of LR. Gleed on the instructions!).

ICM

1/48th

There are a number of repackaged kits from ICM this month, offering markings for a specific 'ace', They include the Yak-9D 'M Albert' (#48042/£10.99) and MiG-3 'Krasnov' (#48052/£10.99).

JMGT

1/480

The Leo C.30 Autogiro we previewed last month is now available in the UK and it is £45.00.

Kora

New resin and etched brass kits from this manufacturer include the Piesler Fi 158 (#7225/£13,35) and Bücker Bū 182 Kornett (#7226/£11,36).

Future releases will include the Fiat G.50 Serie II on skis. (#7229). This kit will basically be the AML example with the skis in resin and additional markings.





Mach 2

1/72nd

Due for release in September is a twin kit of the X-24A and X-24B.



AML

1/72nd

After their recent Mohawk kit (See Previews), the next kit from this manufacturer will be the Dassault Mirage

News Update

Italeri

1/72nd

Back once more for a 'limited' reissue is the Dornier Do 24T (#122), and it is £8.50 in the UK, Other new releases from Italeri include the JAS-39A Gripen (#008/£6.50). Cant Z.501 'Gabbiano' (#112/£11.00), Junkers Ja 189A-1/E-1 (#117/£11.00), AC-47 'Spooky' Gunship (#167/£8.50), AB-204B Rescue Helicopter (#1201/£4.00), H-21C Gunship (#1203/£8.50) and Sikorsky H-19/S-55 'USAF' (#1206/£6.50).







Czech Master

1/48th

New resin update sets from CMK include a DB601A/B engine for the Tamiya Bf 109 (#4059/26.60) and Ta 154 interior for the Revell-Monogram kit (#4065/59.85).

1/72nd

A new detail set for the Revell® Me 262A kit (#7026) has been released by CMK and it is £15.60 (five times the cost of the kit!) in the UK.

HR Models

1/72nd

The latest resin kits in this scale from HR are the R.A.F. B.E.2c with decals (#7250/£12.90) and the Siemens Schukert D.I (#7262/£13.50).





News Update

Czech Master Kits

1/72nd

Future resin kits in this range will include the Boulton Paul Defiant NF Mk I (#115) and the de Havilland Vampire T.11 (#116), Both will feature decals, but at present we have no confirmed release date or UK price for them.





Eastern Express

1/72nd

An injection moulded kit of the Mil Mi-4M Helicopter (#72051) is listed from this manufacturer. The kit may well be based on the KP tooling, but the UK price is £6.49.



Fine Molds

1/48th

The next product from Fine Molds will be an etched detail set for the Nakaitma Ki-43 Type 2/3 Hayabasa (#HD48-01). This set will be designed for their own Ki-43 kits, will be ¥2000 in Japan and is due for release in July. Other new kit releases include the Nakajima KI43-II Model 2 Late Type Hayabusa (#FB-04/Y2400).







IIIC/CI (#72010), although we have no details of release date or retail price as yet.

Aerobase

We mentioned this firm a couple of years ago, but they have now established a good range of etched brass and metal kits in a variety of small (e.g. 1/160th) scales. These 'kits' are not meant to be authentic replicas and they are designed to be very easy to assemble and therefore attractive to non-modellers. So far the list of kits includes the Wright 1903 Flyer (#B001), Spirit of St. Louis (#B002), Bleriot XI (#B003), Santos Dumont 14bis (#A004), Fokker Dr.1 (#B005), Airco D.H.2 (#B006), Etrich Taube (#B007) and Junkers D-1 (#B008). Each of these kits is §2000, except B008, which is \$2500. The firm has also released a kit of the LZ,127 Graf Zeppelln (#C001), although we have no idea of its price.

















We believe that Dynavector Systems may well stock (or be able to obtain stocks from) this range, so if you are interested you should contact them.

Aircraft In Miniature

1/72nd

The latest vac-form kit from this manufacturer is the Topoley Tu-95/Tu-116 Bear (#3005) and it is £67.85 in the UK.

Unlimited Air Models

1/72nd

Now last month you will have seen mention of a resin kit of the air tacer 'Critical Mass' mentioned in relation to Fine Molds. Well,



Jack Beverley Beaumont 1920-2000 We regret to announce the passing of our

Obituary

founder on 8th June 2000.

As a young man, Jack included his love of books and peroplanes. After demobfrom wartime RAF service he opened his garage on Saturdays to buy, sell and exchange aircraft books.

In the early 1950s he relocated his etivities from Russell Road, Enfield north of London) to nearby 2a Ridge Avenue, now attending full time to a mail order basiness, known as Beaumont Aviation Literature, open to visitors on Saturdays, Things having grown, like lopsy, lack moved the business into London, setting up at 11 Both Street, EUI in 1964. The shop was now open six days a week and was a meeting place for all interested in the subject of aviation.

From his middle years, lack suffered poor health and in 1972 appointed a manager to run the business. By now trading as The Aviation Bookshop, the business relocated to 656 Holloway Road, London, N19, its present location, in 1974. lack relinquished ownership to his manager in 1989, Although troubled by ill health, Jack embarked upon a busy and active retirement.

He is survived by his widow Olive.



this is the actual name of the firm making the model, although they are apparently employees of Fine Molds. The kit (#FU-02) is listed in Japan with a June release date and a healthy ¥9800 (approx £65) price tag! It is unlikely this kit will ever reach the UK though.

FM

1/48th

The next limited-run injection moulded kit from this manufacturer will be the Arsenal VG.33C1 (46007).



Fujimi

********* 1/48th

A number of reissues from this manufacturer are due out in Japan during July. They include the Mitsubishi F.1/T.1 (#35174/Y22(XI)) and T-2 'Blue Impulse' (#35175/V2200).

Interestingly we noted the in Japan a "Type 99 Bomber' is being listed for release in this scale. Now either Fojimi are about to spring a Kawasaki Ki-48 on us, or this is somehow muddled up with a Type 99 Trainer (Ki-55), which was last seen in the Nichimo range? Which ever is the case, the kit (#O1) is listed at ¥800, so I can't believe it is either new, or a Ki-48! Also due back in Japan at the end of June was the Messerschmitt Bf 110C/D (#Q2), which is listed at just ¥1000.

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News Update

KP

1/72nd

A number of this manufacturers kits have recently been restocked in the UK, and these include the MiG-15 Fagot (#F-26/£2.99), MiG-19 Parmer (#F-30/£2.99), L-39 'USAF Thunderbirds' (#F-37/£4.99), PZI, SBltm-2A [MiG-15UTJ] (#F-42/£2.99) and Mil Mi-8 'SAR-Meet 1991' (#K-72/£5.99).







SCALE MODEL WORLD



IPMS World Competition 2000

> See page 663 for full event details

Tamiya

1/72nd

Believe it or not, but the new kits in this scale from Tamiya, are all listed for release in Japan during July! Those confirmed so far are the Supermarine Spitfire Mk I (#60748/¥1000), North American P-51D Mustang (#60749/¥1000), Messerschmitt Bf 109E (#60750/¥1000), Focke Wulf Fw 190D-9 (#60751/¥1000) and Chance Vought F4U-1D Corsair (#60752/¥1000), The only confirmed UK price in relation to these is the Spitfire and Mustang, which will be £9.99 each.







Sweet

1/1 44th

You will see the Preview of the new G,200 left in this scale from this manufacturer, well with this came news of the next release subjects. These are shown in no order, but the subjects will include the SM,79, Polikarpov I-16 Rata, CAC Boomerang, Grumman F4F Wildest and Grumman F6F Helleat.



Don't get too excited about the kits though, as although they are beautifully moulded, the canopies are not clear and they are intended as quick and simple models to introduce new people to the hobby. That said, the first kit actually contains two complete set of parts and six decal options and with a Japanese price of ¥1000 (less than £10), they could prove popular.

Sweet are currently looking to arrange worldwide distribution of their products, so hopefully before too long they will be to the UK.



1/48th

The new kit of the Dornier Do 335A Pfeil (#61074), should be available by the time you read this. The Japanese price is listed at ¥3000, the UK price will be around £25.









1/32nd

Hopefully out in late July (due on the 27th June in Japan) will be the new Mitsubishi A6M Zero Model 52 (#60509). The Japanese price for the kit has been announced at ¥6200, while the UK price is confirmed at £69.99. The motor and light unit to go with the kit (#60310) will be ¥1500, and should be available at the same time as the model.

Dragon

1/48th

Back out in the Far East at least is the He 162A-2 Salamander (#5508/¥3000), but because of their association with Revell® in Europe, I doubt if you will see the kit in a Dragon box over here.

Birdman

1/72nd

We have not seen many of these Japanese manufacturer's products of late, but for the record the most recent sets are for Hasegawa Mitsubishi Ki-46-II Dinah (#72037/¥350) and Academy Me 163B/S (#72038/¥300).

1/48th

In this scale the most recent canopy masking sets were for the Nichimo or Fine-Molds Ki-43 Hayabusa (#48043/¥300), Hasegawa F-86F (#48044/¥300), Tamiya G4M2E Type 1 Attack Bomber Model 11(#48045/¥1000) and Hasegawa F-104 (#48046/¥350),

Roden

/72nd

You will all have seen the Special Preview on the new He 111B from this manufacturer in last month's edition. It is now available in the UK for £14.95

Next up will be the He 111C 'Lufthansa', then in October, the Gotha G.V.

A Model

1/72nd

The next two kits from this manufacturer will be the Yakovlev Yak-130 and the MiG-AT.

AJP

/48th

The latest mixed-media kits from AJP include the Voisin LAS, PL8 'Oiseau Blanc' and Potez 25TOE

Industry News

AeroMaster Warbird Colors

A press release from this manufacturer on the 7th June states that 'Pan American International will discontinue the AeroMaster Warbird Colors paint range (AMP 1000 and 9000 series plus 8003, 8005, 8006 and 8007)'.

"The decal line will continue as before as well as AMP 8010 AeroSol and AMP8011 AeroSet." Due to increased prices in petroleum based products and chemicals, Testors, the manufacturer of our paint line has been forced to increase prices on their own acrylic line by 20% and Polly S line by 50%, Being a derivative of this Polly S brand, Warbird Colors would not be long in following the same steps.

We feel that at these new prices.

Warbird Colums would not be competitive in the world market, and therefore we have decided to withdraw.

Obviously with the above statement taken into consideration, the existing stocks with the hobby shops will soon go, and once the stocks at AeroMaster have also been exhausted, that will be it.

Hopefully a suitable alternative range will soon be available in the UK, and we will keep you posted on any developments. In the meantime, buy any colours you want, because this really is your last chance.





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Scale: 1/72nd Kit No: 6672 Price: £26.75

Panel Lines: Recessed v Status; New Tooling v

Type: Resin, White Metal & Vac-formed Clear Parts: Resin 15, Metal 29, Vac-formed Clear 2

Decal Options: 2

Manufacturer: Magna Models



Kit No: 14101 Price: ¥1000 Panel Lines: Recessed V Status: New Tooling V

Type: Injection Moulded Plastic Parts: Plastic 36 (Tan & Grey)

Note: No clear canopy. This kit contains parts for two complete aircraft

Decal Options: 6 Manufacturer: Sweet Obtain in UK via: N/A



Fouga CM.170 Magister

Scale: 1/48th Kit No: KA 48-09 Price: ETA

Panel Lines: Recessed \ Status: New Tooling \

Type: Resin, White Metal & Vac-formed Clear

Parts: Resin 29, Metal 17, Vac-formed Clear 5 Decal Options: 5 Manufacturer: WSW Obtain in UK via: Hannants



Scale: 1/48th Kit No: 2185

Price: ETBA Panel Lines: Recassed V

Status: Reissue V Origin: Hobbycraft (Canada)

Type: Injection Moulded Plastic Parts: Plastic 74 (Grey): Clear B

Decal Options: 3 (USAAF, Korean & West German AF)

Manufacturer: Academy Plastic Model Co., Ltd.

UK Importer: Toyway



Scale: 1/72nd KIL NO: N/A Price: ETBA Panel Lines: Recessed v

Status: New Tooling V Type: Resin, Etched Brass & Vac-formed Clear Parts: Resin 14, Etched 15, Vac-formed Clear 1

Decal Options: None Manufacturer: Vintage Ottain via: MisterKit (Italy)

SUPERMARINE S. 4 Supermarine 5.4

Scale: 1/72nd Kit No: N/A Price: ETBA Panel Lines: Recessed V Status: New Tooling v Type: Resin, Etched Brass & Vac-formed Clear Parts: Resin 169, Etched 3, Vac-formed Clear 1

Decal Options: None Manufacturer: Vintage Obtain via: MisterKit (Italy)



Scale: 1/72nd Kit No: 7014

Price: £4,99 Panel Lines: Recessed V Status: New Tooling \

Type: Injection Moulded Plastic Parts: Plastic 35 (Beige)

Also Includes: Die-cut Wheel Hub Masks

Decal Options: 2

Manufacturer: Eduard M.A.

Obtain in UK via: LSA Models & Harmants



Scale: 1/72nd Kit No: 1605

Price: £25,99

Panel Lines: Recessed V Status: New Tooling \

Type: Injection Moulded Plastic Parts: Plastic 142 (Grey), Clear 27

Decal Options: 2

Manufacturer: Academy Plastic Model Co., Ltc.

UK Importer: Toyway



Scale: 1/48th Kit No: 2181

Price: £10.99

Panel Lines: Recessed V

Status: Reissue V

Origin: Hobbycraft (Canada)

Type: Injection Moulded Plastic Parts: Plastic 69 (Grey), Clear 8

Decal Options: 2 (USAAC & French AF) Manufacturer: Academy Plastic Model Co., Ltd.

UK Importer: Toyway



Scale: 1/48th Kit No: 2182

Price: £13.99

Panel Lines: Recessed N

Status: Relasue V

Origin: Hobbycraft (Canada)

Type: Injection Moulded Plastic

Parts: Plastic 66 (Grey), Clear 5

Decal Options: 2 (AVG) Manufacturer: Academy Plastic Model Co., Ltd.

UK Importer: Toyway



Fokker F.I 'Profi Pack'

Scale: 1/72nd Kit No: 7015

Price: £8.45

Panel Lines: Recessed V

Status: New Tooling v

Type: Injection Moulded Plastic & Etched Brass Parts: Plastic 35 (Beige), Etched 38

Also Includes: Die-cut Wheel Hub & National

Insignia Masks Decal Options: 1

Manufacturer: Eduard M.A.

Obtain in UK via: LSA Models & Hangants



Lockheed F-104C Starfighter 'US Air Force'

Scale: 1/48th Kit No: PT19

Price: £17.99

Panel Lines: Recessed V

Status: New Tooling V

Type: Injection Moulded Plastic

Parts: Plastic 121 (Grey), Clear 9

Also Includes: 4 Poly Caps Decal Options: 2

Manufacturer: Hasegawa Seisakusho Co., Ltd.

UK Importer: Amerang Ltd



Scale: 1/72nd Kit No: RACE 72015 Price: Aus\$26.00

Panel Lines: Recassed v Status: New Tooling V

Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear

Parts; Plastic 27 (Blue), Metal 2, Vac-formed Clear 1

Decal Options: 1

Manufacturer: High Planes Models

Obtain in UK via: Harmants



Scale: 1/48th Kit No: 004/0600

Price: £TBA

Panel Lines: Recessed V

Status: Revised Tooling v Type: Injection Moulded Plastic & Etched Brass

Parts: Plastic 94 (Dark Grey), Etched 60,

Options: Skis, LNB or Ambulance versions

Docal Options: 3 Manufacturer: Gavia



Scale: 1/72nd Kil No: N/A Price: ETBA

Panel Lines: Recessed V

Status: New Tooling V Type: Resin, Etched Brass & Vac-formed Clear

Parts: Resin 16, Etched 15, Vac-formed Clear 1 Decal Options: None Manufacturer: Vintage

Obtain via: MisterKit (Italy)

Savoia Marchetti M 79 HEARVIERO

Savoia Marchetti S.M.79 Sparviero

Scale: 1/48th Kit No: N/A

Price: ETBA Panel Lines: Recessed V

Status: New Tooling V Type: Rasin, White Metal, Etched Brass &

Vac-formed Clear Parts: Resin 64, Metal 35, Etched 110,

Vac-formed Clear 9 Decal Options: 5 (Sky Model Sheet #46-018.

included) Manufacturer: Vintage Obtain via: MisterKit (Italy)

Previews



Scale: 1/48th Kit No: 3041

Price: £12,95

Panel Lines: Recessed V Status: New Tooling V

Type: Injection Moulded Plastic & Etched Brass Parts: Plastic 66 (Beige), Clear 7, Etched 72 Also Includes: Die-cut Wheel Hub & Window

Decal Options: 3

Manufacturer, Eduard M.A.

Obtain in UK via: LSA Models & Hannants



Scale: 1/72nd Kit No: 72 009

Price: 27:75

Panel Lines, Recessed V

Status: New Tooling V

Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Parts: Plastic 24, Resin 25, Etched 21

Vac-formed Clear 4 Decal Options: 3

Manufacturer: AML

Obtain in UK via: Hannants



Scale: 1/72nd Kit No: 010

Price: £4,99

Panel Lines: Recessed V

Status: New Tooling v

Type: Injection Moulded Plastic Parts: Plastic 52 (Grey)

Decal Options: 6

Manufacturer: Roden

UK Importer: Pocketband Ltd



Scale: 1/72nd

Kit No: 7015

Price: £4.99

Panel Lines: Recessed v

Status: New Tooling V

Type: Injection Moulged Plastic

Parts: Plastic 52 (Grey) Decal Options 2

592

Manufacturer: Roden

UK Importer: Pocketbond Ltd



Etrich Taube IV

Scale: 1/72nd Kit No: 001 Price: ETBA

Panel Lines: Recessed v Status: New Tooling V

Type: Rusin

Parts: Resin 95 Decal Options: None

Manufacturer Lüdemann Modelibau

Obtain in UK via: N/A



Scalo: 1/81st Kit No: 06101

Price: ETBA

Panel Lines: Raised v Status, Reissue V

Origin: ITC (USA)

Type: Injection Moulded Plastic

Parts: Plastic 61 (20 Beige, 41 Gray), Clear

ill (inc Stand)

Options: Wheels or Floats

Decal Options: 7

Manufacturer: Glencoe Models UK Distributor: Pockethand Ltd



Martin MB-2 Scale: 1/74th

Kit No: 05001 Price! ETBA

Panel Lines: Raised v Status: Reissue V

Origin: ITC (USA) Type: Injection Moulded Plastic

Parts: Plastic 96 (Green), Clear 1

Decal Options: 3

Manufacturer: Glencoe Models UK Distributor: Pocketbond Ltd.



Navy Type 10 1MT1N

Scale: 1/72nd Kit No.: B21

Price: TTBA Panel Lines: Recessed V Status; New Tooling V

Type: Flestn Parts: Resin 59

Also Include: Clear Plastic Sheet

Decal Options: 1

Manufacturer: Choroszy ModelBud

Scale Aviation Modeller International - August 2000

Obtain in UK via: Aeroclub



Scale: 1/72nd Kit No: 7237 Price: £12.75 Panel Lines: Recessed V Status: New Tooling V

Type: Limited-run Injection Mouided Plastic

Parts: Plastic 170 (White), Clear 14

Decal Options: 2 Manufacturer: A Model

UK Distributor: Packetband Ltd

CHOROSZY MODELBUD 1:72

Yokosuka Navy Type 14-2 E1Y3

Scale: 1/72nd Kit No : 616

Price: ETBA Panel Lines: Recessed v

Status: New Tooling V Type: Resin

Parts: Resin 69 Also Include: Clear Plastic Sheet

Decal Options: 1

Manufacturer: Chorpszy ModelBud

Obtain in UK via: Aeroclub



Ishikawajima R-3 Trainer

Scale: 1/72nd Kit No.: A17

Price: ETBA Panel Lines: Recessed V Status: New Tooling V

Parts: Resin 39 Also Include: Clear Plastic Sheet

Decal Options: 1

Type: Resin

Manufacturer: Choroszy ModelBed

Obtain in UK via: Aeroclub

ERRANOPLAN A-90 ORLJONOK



Ekranoplan A-90 Ortjonok

Scale: 1/144th Kit No. 04609 Price: £12.99

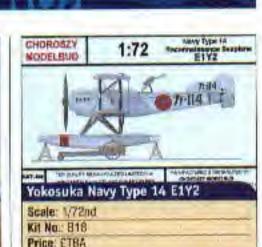
Panel Lines: Recessed V Status: New Tooling v Type: Injection Moulded Plastic

Parts: Plastic 42 (Grey), Clear 1

Decal Options: 2 Manufacturer: Revellet AG

UK Distributor: Revelop, Binney & Smith

(Europe) Ltd.



Manufacturer Choroszy ModelBud Obtain in UK via: Aeroclub CHOROSZY 1:72 MODELBUD

Navy Type 10 1MF4 Scale: 1/72nd Kit No.: A21

Panel Lines: Recassed N

Also Include: Clear Plastic Sheet

Status: New Tooling V

Type: Resin

Parts: Resin 70

Decal Options: 1

Price: STBA Panel Lines: Recessed v Status: New Tooling v Type: Hesin

Parts: Resin 39 Also Include: Clear Plastic Sheet

Decal Options: 1 Manufacturer: Choroszy ModelBud Obtain in UK via: Aeroclub

MTA / SHTEA 1:72



CONTRACTOR NAME OF TAXABLE Navy Type 93 3MT5/3MT5A

Scale: 1/72nd Kit No.: D01 Price: ETBA Panel Lines: Recessed \ Status: New Tooling \ Type: Resin

Parts: Resin 113 Also Include: Digar Plastic Sheet Decal Options: 1

Manufacturer: Choroszy ModelBud Obtain in UK via: Aeroclub



Scale: 1/72nd Kit No: 72001 Price: £12.95 Panel Lines: Recessed V

Status: Reissue v Type: Limited-run Injection Monided Plastic

Parts: Plastic 91, Clear 20 Decal Options: 14 Manufacturer, M-Avia

Previews



SAAB Viggen

Scale: 1/144th Kit No: 00105 Price: £2.99 Origin: Grown Panel Lines: Raised V

Status: Reissue V Type: Injection Moulded Plastic Parts: Plastic 30 (Grey), Clear 1

Decal Options: 2 Manufacturer: Airfix

UK Distributor: Humbrol Ltd



Scale: 1/72nd Kit Mo: 00060 Price: £2.99 Panel Lines: Raised V Status: Reissue V

Type: Injection Moulded Plastic Parts: Plastic 36 (Grey), Clear 3 Decal Options: 3 (UK, USA & Finland)

Manufacturer: Airfix UK Distributor: Humbrel Ltd



Scale: 1/72nd Kit No: 00061 Price: £2.99

Panel Lines: Raised v Status: Reissue v

Type: Injection Moulded Plastic Parts: Plastic 32 (Grey), Clear 6 Decal Options: 2 (Swedish & RAF)

Manufacturer, Airtix **UK Distributor: Humbrol Ltd**



Scalo: 1/144th Kit No: 03178 Price: £5.99 Panel Lines: Raised V Status: Heissue V

Type: mjection Moulded Plastic Parts: Plastic 39 (Grey), Clear 3

Decal Options: 2 Manufacturer: Airfo. LIK Distributor: Hambrol Ltd



Scale: 1/144th Kit No: 00106 Price: £2.99 Origin: Crown Panel Lines: Raised V Status: Reissue V Type: Injection Moulded Plastic Parts: Plastic 32 (Grey), Clear 1 Decal Options: 2

Manufacturer: Airfix UK Distributor: Humbrol Ltd



Scale: 1/72nd Kit No: 02048 Price: £3.99 Panel Lines: Raised V Status: Reissue v

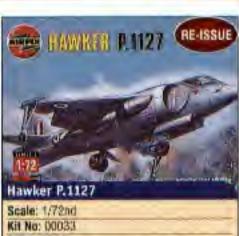
Type: Injection Moulded Plastic Parts: Plastic 47 (Grey), Clear 1

Decal Options: 2 Manufacturer: Airfix UK Distributor: Humbrol Ltd



Scale 1/72nd Kit No: 03030 Price: £5.99 Panel Lines: Raised v Status: Reissue v Type: Injection Moulded Plastic Parts: Plastic 52 (Grey), Clear 1 Decal Options: 2 Manufacturer: Airfol

UK Distributor: Humbrol Ltd



Price: £2.99 Panel Lines: Raised V Status: Relasue V Type: Injection Moulded Plastic Parts: Plastic 36 (Gray), Clear 1 Decal Options 2 Manufacturer: Airfix UK Distributor: Humbrol Ltd



Scale: 1/48th Kit No: 61073 Price: £22.99 Panel Lines: Recessed Status: Updated Tooling Type: Injection Moulded Plastic

Parts: Plastic 241 (Grey), Clear 5 Also Includes: 12 Poly Caps

Decal Options: 2 Manufacturer: Tamiya Inc.

UK Distributor: Richard Kohnstern Ltd.



Kit No: 04146 Price: £3.99

Panel Lines: Recessed > Status, Updated Tooling v Type: Injection Moulded Plastic Parts: Plastic 53 (Green), Clear 3

Decal Options: 3 Manufacturer: Ravell AG

UK Distributor, Revall®, Binney & Smith

(Europe) Ltd.



Scale: 1/72nd Kit No: 04147 Price: £3.99 Panel Lines: Recessed V Status: Updated Tooling v Type: Injection Moulded Plastic Parts: Plastic 45 (Grey), Clear 2 Decal Options: 2 Manufacturer: Revell AG

UK Distributor: Reveller, Binney & Smith (Europe) Ltd.



Scale: 1/144th Kil No: 04469 Price: £5.99

Panel Lines: Recessed v Status: New Tooling V Type: Injection Moulded Plastic Parts: Plastic 89 (Green), Clear 15

Decai Options: 1 Manufacturer: Revell AG

UK Distributor: Revelle, Binney & Smith

(Europe) Ltd.



Manufacturer: Revell AG

Decal Options: 1 Each

UK Distributor: Revelley, Binney & Smith

Parts: Plastic 96 (Grey & Aluminium), Clear 5

(Europe) Ltd.

Reveil Mistel 5 (He 162A-2 & Arado E.377a) Scale: 1/72nd

Kit No: 04145 Price: £8.99 Panel Lines: Recessed V Status: Reissun V Origin: Oragon (Hong Kong) Type: Injection Moulded Plastic Parts: Plastic 55 (Grey), Clear 4 Decal Options: 1 Manufacturer: Reveil AG UK Distributor, Revell®, Binney & Smith



Scale: 1/48th Kit No: 04548 Price: 210.99

Panel Lines: Recessed v Status: Reissue v Origin: Dragon (Hong Kong) Type: Injection Moulded Plastic Parts: Plastic 90 (Grey), Clear 5 Decal Options: 2

Manufacturer Reveil AG UK Distributor; Revell®, Binney & Smith

(Europe) Ltd.

(Europe) Ltd.



Scale: 1/48th Kit No: 04613 Price: £10.99 Panel Linus: Recessed V Status: Reissue V Origin: Dragon (Hong Kong) Type: Injection Moulded Plastic Parts: Plastic 86 (Gray), Clear 3 Also Includes: Length of Cotton Decal Options: 3 Manufacturer: Revell AG. UK Distributor: Fravellee, Birmey & Smith (Europe) Ltd.

Previews



Scale: 1/48th Kit No: 04545 Price: £12.99

Panel Lines: Recessed v

Status: Reissue v Origin: Monogram (USA)

Type: Injection Moulded Plastic & Etched Brass Parts: Plastic 114 (Grey), Clear 13, Elched 21

Decal Options: 2

Manufacturer, Revell AG

UK Distributor : Reveilde, Binney & Smith

(Europe) Ltd.

Record F-15 E Strike Eagle McDD F-15E Strike Eagle

Scale: 1/48th Kit No: 04550 Price: £16.99 Panel Lines: Recessed v Status: New Tooling v

Origin: Monogram (USA) Type: Injection Moulded Plastic

Parts: Plastic 169 (Grey), Clear 5 Decal Options: 2

Manutacturer: Reveil AG UK Distributor; Reveller, Binney & Smith

(Europe) Ltd.



Scale: 1/72nd Kit No: 04322 Price: £9.99 Panel Lines: Recessed V

Status: New Tooling v Type: Injection Moulded Plastic Parts: Plastic 97 (Grey), Clear 4

Decal Options: 2 Manufacturer, Revell AG

UK Distributor: Revet/B, Binney & Smith

(Europe) Ltd.



Agusta A-109 KLM (Military)

Scale: 1/72nd Kit No: 04456 Price: £6.99

Panel Lines: Recessed V Status: New Tooling V Origin: Italeri (Italy) Type: Injection Moulded Plastic

Parts: Plastic 55 (Green), Clear 14

Decal Options: 1 Manufacturer: Rovell AG

UK Distributor: Revellob, Binney & Smith

(Europe) Ltd.

594

Rewell Tornado ECRE-ISSUE Panavia Tornado ECR 'Tigermeet'

Scale: 1/72nd Kit No: 04617 Price: £8.99

Panel Lines: Recessed v

Status, Reissue v

Type: Injection Moulded Plastic Parts. Plastic 145 (Grey), Clear 10.

Decal Options: 2 Manufacturer: Revell AG

UK Distributor: Revell®, Binney & Smith

(Europe) Ltd.



Scale: 1/32nd Kit No: 04453 Price: £12.99

Panel Lines: Recessed V Status: Release V

Type: Injection Moulded Plastic Parts: Plastic 144 (Green), Clear 9

Decal Options: 1 Manufacturer: Reveil AG

UK Distributor Reveller, Birmey & Smith

(Europe) Ltd.

Bell 412 Klu/RAF Bell 412 KLu/RAF

Scale: 1/72nd Kit Na: 04461 Price: £8 99 Panel Lines: Recessed 4 Status: New Tooling v

Origin: Italen (Italy) Type: Injection Moulded Plastic Parts: Plastic 47 (Yellow), Clear 13

Decal Options: 2 Manufacturer, Revell AG

UK Distributor: Revell®, Blaney & Smith

(Europe) Ltd.



Kit No: 04556 Price: £10.99 Panel Lines: Recessed v Status: Reissue V Origin: Monogram (USA) Type: Injection Moulded Plastic

Parts: Plastic 64 (Grey), Clear 2 Decal Options: 2 Manufacturer: Revell AG

UK Distributor: Reveller, Binney & Smith

Scale Avietson Vinzeller International - August 2000

(Europe) Ltd.



Scale: 1/144th Kit No: 04247 Price: £8.99

Panel Lines: Recessed v Status: Reissue v

Type: Injection Moulded Plastic Parts: Plastic 55 (White), Clear 3

Decal Options: 1 Manufacturer: Revell AG

UK Distributor: Revell®, Binney & Smith

(Europe) Ltd.



McDD F-4F Phantom II

Scale: 1/72no Kit No: 04615 Price \$5,99 Panel Lines: Recessed v Status: Reissue V

Type: Injection Moulded Plastic Parts: Plastic 95 (Yellow), Clear 8

Decal Options: 2 Manufacturer: Reveil AG

UK Distributor: Revellor, Blaney & Smith

(Europe) Ltd.



Scale: 1/72nd KII No: 04390 Price: £8.99 Panel Lines: Recessed V

Status: Reissue V

Type: Injection Moulded Plastic Parts: Plastic 123 (Blue), Clear 10

Decai Options: 1 Manufacturer: Revell AG

UK Distributor: Reveller, Bioney & Smith

(Europe) Ltd.



Scale: 1/72nd Kit No: D4614 Price: £10.99 Panel Lines: Recessed ♥

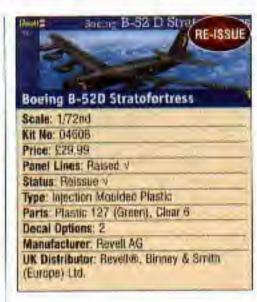
Status: New Tooling 4 Origin: Italen (Italy)

Type: Injection Moulded Plastic Parts: Plastic 106 (Grey), Clear 5

Decal Options: 2 Manufacturer: Revell AG

UK Distributor: Reveller, Blinney & Smith

(Europe) Ltd.



Revell Saab JAS 39A Griper







release retooled in plastic in this version Decal Options: 2 Manufacturer: Revell AG UK Distributor: Revelley, Binney & Smith (Europe) Ltd.

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Boeing 747

Technical Data

Scale: 1/100th Price ETBA

Panel Lines: Raised/Recessed V

Status: Reissue

Type: Injection Moulded Plastic

Parts: 126 Plastic, 16 Clear

Decal Options: 1

Manufacturer: Doyusha Model Co., Ltd.

UK Source Euro Models.

The Kit

Wow, a monster', the only description I can manage. There cannot be many larger kits in injection moulded plastic than this, It comes in a very large box, so don't expect to sneak this one past your wife! Moulded in white plastic with a black plastic sprue for tyres/engines and other small parts. It looks like two different companies did the work as the fuselage has raised panel lines and the wings have engraved lines. Even then some are quite fine while others are 'trenches'. Overall this is quite disappointing on a model this big.

Instructions

These consist of a very nice A4 booklet, with easy to follow diagrams and photos of the real thing (although some of these are too dark to help much). Unfortunately the parts don't seem to have all the locating pins that are shown in the diagrams.

Construction

Starting with interior construction there is a nice upper deck lounge, cockpit and a cabin floor. There are no scats on the lower deck though. This all looks good and detailed painting instructions make it look quite good

when completed. Unfortunately it doesn't fit when you put the fuselage halves together, so my advice is to throw it all away except the lower deck and the cockpit area. The reason for keeping the lower deck is that it forms the fusclage undercarriage bay. Even this will need a lot of trial fitting and trimming to fit though. The fuselage windows are provided on a rather thick clear plastic sprue. As the fuselage halves were hadly warped and didn't fit very well. I decided to omit these. After sanding the raised panel lines off and filling the gaps I didn't fancy masking all those windows for painting. The fuselage was so

fitted with lots of cursing, thick superglue and zapper. Lots of filler was used on these engines as well as on the underwing fillets which must have been designed for another kit as they certainly didn't seem to belong to this one!

Accuracy

It actually looks like a good representation. The trailing edges are too thick and the engines don't look quite right, but I couldn't find any decent references to check. The kit scales out at 1/94th scale for the span and 1/98th scale for the length according to my

that doesn't seem to match any of my paint manufacturers' lists.

Decals

One very disappointing set of old colours for United Airlines. They are nice and glossy, but there are no stencils or detail decals. This makes them very basic and not really useful for something in this size. I believe there are aftermarket decals available but don't know how good they are. The kit decals are very yery brittle and took an age to release from the backing paper. They did adhere well at first, but when dry seemed to wans to flake off so coat the entire model with Johnsons Klear (Future) as soon as they are dry. Micro Sol/Set were used to make them settle, but I had to use lots of it to make it work. The nose stripes have cuts in them to make them fit the complex contours but you will need to make a few more for a perfect fit.

Decal Rating = 5/10. (should and could be a lot better)

Conclusion & Recommendations

Well, it's very impressive when built, but it took me the best part of three months to make and it needs a lot of work. For an accurate representation you will need to do a lot of extra work and detailing, but I have seen pictures of one with full flaps lowered and if you didn't know better you would have thought it was the real aircraft. It is not one for beginners, but you certainly get a lot of plastic for the money, Really I wouldn't recommend it to anyone but the most dedicated airliner modeller, as it is a difficult build and as a result, it is not much fun.

My thanks to Euro Models for the review sample

Paul Gold



badly warped it took me nearly a week of gluing and clamping to get a respectable joint - very poor. The fuselage locating pins are spaced too far apart to be any help in holding the halves together, Happily all the flying surfaces went together well. The engines are very nice with separate hot and cold sections, but then the trouble started. The pylons fitted where they touched (and that wasn't very often) and the engine cowls were only finally

references, so it is quite close. Besides, it's huge, so what's a few mm in this scale!

Colour Options

Only one option in the box. A nice separate black and white diagram shows the demarcation lines for the white top and silver and grey undersurface and the wing painting diagram is very useful. Colours are mentioned by name and a number reference

Martin-Baker Tankbuster

Technical Data

Scale: 1/72nd Price: ETBA

Panel Lines; Recussed V Status: New Tooling V

Type: Resin & Vac-formed Clear

Parts: Resin 18 ,Clear 1

Decal Options: N/A Manufacturer, Unicialt

Obtain in UK via: Hannants & The Turntable



The Kit

This kit is definitely an odd one, It comes in a slim box with a colour illustration of the type in Western Desert markings. Inside, the parts are enclosed in a sectioned plastic bag of dubinus quality. The parts themselves are cast in a blue-grey resin, have recessed panel lines but also have a lot of flash that will need trimming off. In fact there is a small slip of paper stating that the resin used is of a brittle nature. This I discovered while building the

kit! Interior detailing is virtually non-existent consisting of only a crude instrument panel and two-part seat. A small vactorm canopy is included to cover the opening,

Instructions

There is very little to these with only an exploded view of the parts and no real assembly sequence. A colour print out of the desert colour scheme and a scale drawing complete the paper work. No mention of P5 or other paint references are included, but there again the machine didn't exist so it doesn't really matter.

Construction

I began by cleaming up all the parts of all that flash and heavy mould seams. The fuselage halves were sanded on the inner faces as one would with a vactorm kit. As there is no real sequence. I joined the halves together and once satisfied with the line up of the two parts I cleaned up the join and inserted lots of small pieces of lead and blobs of plasticene to give it some nose weight. I then continued by fixing the one-piece wing to the fuselage and followed this by attaching the twin boom layout. I must add here, that all the parts are

butt-joined, therefore alignment remains with you and careful use of super glue. Before the Stuka type undercarriage was added I filled all. the gaps and tiny air holes along the leading. edges of the flying surfaces with filler and left it to harden before sanding down. The rather large scrops on either side of the body need filler applied around the join as well. Those Stuka legs are fitted to positions on the undersides by referring to the drawing and a bit of guessworld

It was now that I found out that I hadn't put enough weight in earlier so I had to cram some more in through the tiny cockpit opening until it balanced on its feet and even then it is just about enough. Just as well I didn't detail the cockpit area, as I wouldn't

have the space for all that lead!

The last item I needed to add was the vactorm canopy after suitably trimming down to size and then the prop, but I found the supplied parts were not that good so I used a spare Spitfire five-blade to suit the Griffon power plant. As you can see there is very little to building this kit and it can be carried out in an evening.

Accuracy

Dimensions are given with a brief history of the subject, As I have never heard of this project by Martin-Baker. I am not going try to verify the accuracy of the dimensions with those of the kit and so I will pass on this matter even if it did only exist on paper.



Colour Options

As I mentioned earlier, an aircraft in desert colours is suggested, complete with shark mouth and 6 Squadron codes. I thought long and hard about what acheme to finish the model in until it was suggested to me, by an Air Force friend, that a coastal defence machine to counter the E-Boat threat would make an interesting finish. So I delved into my

decal spares and created a Fleet Air
Arm/Coastal Command paint scheme with
codes depicting a 246 Sqdn, detached flight
machine based on the south coast to counter
further 'Channel Dash' attempts by the
German Navy. The idea was that being armed
with a 6 pounder would 'be enough to sink a
battleship...'! Sorry, I went into a dream just
then and was getting a bit carried away. Oh
well, back to reality.

Decal Options

There are none, so no comment here except to say that I used various roundels, letters, stencils and bits from my surplus stock which I was able to use up to decorate this model.

Conclusion & Recommendation

It is a very simple kit to put together with only the cleaning up of the parts that takes a little time. As for subject matter, it is one for the 'what if' specialists to whom I can recommend it. It certainly is off beat, even for me, and can easily get you into the other world' as I found out.

My thanks to Unicraft for the review sample.

Paul Janicki

MBR-2bis (Beriev Be-2)

Technical Data Scale: 1/72nd Price: £12.95 Panel Lines: Recessed \(\) Status: New Tooling \(\) Type: Injection Moulded Plastic Parts: Plastic 70 (Grey), 18 (Clear) Decal Options: 14 Manufacturer: M-Avia Obtain in UK via: Hannants



The Kit

Eight busy sprues in a polythene bag are tightly packed in a well printed if lightweight cardboard box, which also contains six sides of instructions on A4 and a well printed decal sheet.

The major injection parts are cleanly and robustly moulded with little flash, but with some sink marks in the fuselage sides corresponding to the internal rib detail. Surface detail is good, while injection gates are a trifle heavy. Clear parts, principally the two piece canopy and rear turret, are good. Inclusion of green and red tinted clear wingtip navigation lights is excellent! The five sprues of smaller parts are finely done, if not quite of the highest quality current. The overall impact on opening the box is very pleasing indeed.

Instructions

M-Avia credit the 'Model Group Dnieper' with assistance in producing this kit, and it may be their influence which has resulted in a particularly clear and information-packed instruction sheet with ten relevant photographs. Potted history and data block, parts identification diagram, Testors and Humbrol paint reference, ten-stage exploded view construction sequence and side and plan views for all fourteen decal options are included. Picture quality could be better, but the only disappointment is the unission of a good front elevation!

Construction

The construction sequence recommended looks logical except for steps two and seven dealing with the float assembly and landing gear (not a beaching kit) respectively. Follow the sequence and you have to guess the relative angles of the parts. It is much easier

to fit the float and struts to the completed wing and glue the landing gear parts to the fuselage.

The fusclage is built up from two fusclage sides, a planing bottom, wing centre section, bow decking, canopy and aft fuselage decking, which also carries the tail plane. The two sides are gloed at the bow and stern post first and allowed to set hard. The planing bottom can then be attached after careful preparation with a sharp knife and file to secure the best fit. Tacking with super glue enabled the best fit to be achieved along the joins, but even then filler had to be used to create a satisfactory firmsh. When this has set hard the inside can be painted and the internal fittings added. Cockpit detail is at an acceptable minimum so there is plenty of scope for detailing.

I then added the bow deck aft deck and wing centre section in that order, followed by more filler and sanding.

The upper and lower wing panel mating surfaces benefit from sanding towards the tip to prevent overly thick tips from spoiling the model. This was achieved by sanding on wet emery and comparing the effect at frequent. intervals with the photographs in the instructions and other reference material. Inboard wing flaps are fitted to the lower wing panels and the instructions suggest that these are fixed before the upper and lower panels are joined. Once again it proved more satisfactory to complete the process in reverse. This way it's possible to ensure by gentle filing, that the flap and wing trailing edges are sufficiently refined and the flap sits correctly. A significant amount of plastic was removed from the alleron to create a fine trailing edge. Thus the rib detail had to be rescribed before attachment.

The complete port and starboard wings should then marry to the centre section and create the correct dihedral. Once fitted my MBR had excessive dihedral, and there was no alternative but to cut the join open chordwise at the centre section and insert plastic card till a more realistic angle was achieved. This seems to be about 7°, measured from the horizontal to the wing under-surface, but without reference to accurate plans this can only be an educated guess.

After that the only teaser proved to be the fit of the canopy... initially it didn't. The solution was to offer the canopy up to the wing centre section and mark with a felt tip where the front overlapped the fore-deck. This showed that two wedge shaped triangular slivers of plastic needed to be removed from the rear of the fore-deck on each side. When this was done the fit was satisfactory.

As construction draws to a close the modeller has to decide whether to complete the machine as a straight flying boat (and perhaps use the three-part clear plastic stand thoughtfully provided) or exercise the option of the wheeled gear fitted to give greater operational flexibility. I did this forgetting that I had installed the three-branch exhausts applicable only to 'Red 6' of the Baltic Fleet in 1941 rather then 'Red 8' from 1942 with the catchy motto 'In fight for a Motherland' on the nose, which used the standard six-stub exhaust also provided.

Painting was completed using a variety of paints, with Halford's Toyota Silver providing the main pigment for the airframe: such as Jane's 1945 & William Green's 'War Planes of the Secund World War, Volume 5 Flying Boats' quote 43 feet 11.5 inches and 30 feet 2.25 inches respectively or about two thirds the Russian dimensions.

The 'Russian' dimensions look in proportion with crew-photographs and a machine with a crew of five currying 500kg of bombs on 750hp with a span of about 60 feet is a lot more credible than something slightly larger than a Spitfire.

Decats

Decal quality is very acceptable. The backing sheet is continuous and so each item must be carefully cut out. The decals are thin, have dense colour and conform well, but are a little fragile and after initial



Colour options

Decals and instructions are provided for eight Russian aircraft, five schemes for three Finnish operated machines and one North Korean post war MBR. The Russian machines are silver or silver with green scribble finish, grey with green scribble/mottle or black & green upper surfaces and blue underneath. The Finnish machines are silver, black/green/blue and an alternative decal set for the Russian grey with green scribble/mottle aircraft immediately post capture. Very careful thought has obviously gone into the choice of aircraft. The options of different schemes for the same aircraft at different stages in its life could be copied with profit by other manufacturers.

M-Avia have certainly maximised the potential of their offering in an economical and creative way!

Accuracy

Accuracy is close to 100% dimensionally if you accept (as I do) M-Avia's figures and the proportions match available photographic references.

M-Avia quote the span of the MBR2 as 18,8m and the length as 13.5m, Sources application grab quickly leaving a minimal amount of time for positioning. I destroyed both fuselage stars by being careless and used slightly smaller replacements from the spares box.

Decal Rating = 7/10,

Conclusion & Recommendation

M-Avia's MBR-2his is highly recommended.
An excellent, well researched kit executed and presented with imagination, which should appeal to all flying boat fanatics, Russian aircraft fans and lovers of the exoticalike, it's also jolly good value for money!

Entirely suitable for the modeller who is patient and prepared to use sharp knife and files to achieve the best fit of the various parts. The moulding quality is impressive, but the bits do need just a little tweaking to achieve a satisfactory fit.

My thanks to M-Avia and the Model Group Dnieper for the review sample and for filling yet another important gap in WW2 aviation in 1/72nd scale. More please!

Simon Snape

Ryan STM/PT-20

Technical Data Manufacturer: High Planes Models Scale: 1/72nd Price: £10,00 Kit No. 72007 Status: New tools Panel Lines: Engraved Fabric effect: Raisedy Type: Limited-Run Injection Moulded Plastic. White Metal & Vac-formed Clear Parts: Plastic 21 (Light Blue), White Metal 1. Vac-formed Clear 2 Decal Options: 4 Manufacturer: High Planes Models Obtain in UK via: Hannants



The Kit

High Planes eschews fancy boxtop artwork, but packs everything carefully in separate zip-loc bags within a strong, plain white box, end-opening (well, you can't have everything), with a wrapper carrying a simple line drawing of the subject, Injection moulded parts are in HPM's usual pale blue plastic (whose colour reminds me so much of my very first plastic kit, the legendary 'two bob' Airfix Spirfire, bought from Woolworth's, naturally). Sprue gates are thick and flash abundant, Don't be deterred. Beneath the seemingly rough exterior the parts themselves are finely moulded, with elegant external detail, every bit the equal of many of the big names, and much better than some. Care in preparation and trial-fitting are paramount though, but we are supposed to be modellers, aren't wet.

Instructions

Two sides of A4 giving building instructions, exploded views, rigging diagrams and eight-view painting/decalling guide.

Construction

Once I'd removed the components from their sprues and cleaned up flash and sprue gate remnants, I used a 0.4 mm drill to open up the marked holes for the bracing wires in wing, fuselage, fin, tailplanes and undercarriage legs. Assembly began with the simple cockpit interior, comprising floor, two seats, control columns and a pair of instrument panels with indentations to represent the dials. I added seat harnesses and instrument panel decals from the spares box. The exact location of the cockpit assembly within the fuselage halves is not well defined, so trial fitting is advisable. With the fuselage halves assembled attention turned to the one-piece wing. This was the only place where I used filler, to fair-in the lower wing-to-fusclage join, which the instructions warn will

probably be necessary. I quote: Thingssometimes move on these limited-run kits, but if there are only 400 being made...you can ask for moulding perfection from Tamigawa'. Indeed, and you don't always get it from them, either. The tailplanes simply butt-juin to the fuselage, and the nosebowl is added after opening out the various cooling inlets and drilling a bole for the propeller shaft. I added a five-thou Plasticard groundadjustable trim tab to the rudder. Each of the Ryan's trousered-and-panted landing gear legs is supplied in two halves, incorporating the wheels. To avoid complicated masking I elected to leave these off until after painting, but first assembled and trimmed them for best fit, then scribed their location on the lower surface of the wing and drilled holes for short brass wire pegs to aid later installation. At this stage I also left off the short wing bracing struts, I later substituted Contrail strut stock for the supplied parts. Once painting and decalling had been completed I installed the landing gear, including the finely cast

dimensions quoted in The Ryan Guidebook. I have only one reservation regarding accuracy, concerning the shape of the cockpit cut-outs. As moulded they are semicircular in profile, which is correct for the civilian ST/ST-A Sport. Trainers from which the STM and PT-20 derived, but on these military variants the cut-out was widened slightly, with a flat lower edge, for better entry and egress by pilots wearing military flying kit and parachutes. It's a minor fault that takes but a couple of strokes with a file to put right.

Colour Options

Four colourful schemes are provided. The first is a US Army Air Corps PT-20 numbered 60, with natural metal fuselage and orange-yellow wings and tail unit. Other choices are Dutch Air Force STM serialled RO12 with natural metal fusciage, aluminium doped flying surfaces and black-bordered orange triangle insignia on fuselage sides and beneath the wings; Dutch Navy STM S-14 in the same colour scheme but with insignia in six positions and an orange/black rudder; and Royal Australian Air Force STM A50-12

machine. After a coat of white primer I painted the rudder in gloss white to provide a good backing for the stripe decals, then airbrushed Xtracolor X106 (Insignia Yellow) on the wings, tailplane and fin. For the natural metal fuselage I airbrushed on Woolworth's Cover Plus Aluminium (so easy to use and very quick drying, but alas, no longer available), then polished with a small piece of chamois leather lightly coated in Rub'n Buff Silver Leaf.

Decals

High Planes decals are invariably excellent, very thin but tough, with no tendency to curl over or break up. The only problem I encountered was slight translucency of the white stars in the US national insignia over the bright yellow wings. No setting solutions were needed.

Decal Rating = 9/10.

Conclusion and Recommendation

Having now built several High Planes kits I have become a devoted fan who eagerly awaits each new release (let's have that promised STM-S seaplane soon, HPMI). Provided care is taken in preparing the



white metal tailwheel, then added struts. exhaust stubs from stretched tubing, a wire pitot tube beneath the port wing (not supplied nor shown on the instructions) and a stretched sprue fuel tank sight gauge ahead of the front cockpit. Rigging came from rolled-out fine wire bought at a country fair and intended for use by anglers for fly-tying. The final task was to add the two vacform windscreens, with a short crash pylon passing through the front screen.

Accuracy

Span and overall length scale up absolutely spot-on with the full-size Brown over Trainer Yellow with blue/white roundels and fin flashes. The instructions note that the given camouflage pattern for the RAAF aircraft is speculative, no detailed photographs having been found.

I already have a 1/48th USAAC PT-20 in my collection, built from the old Hawk/Testors kit, and initially I decided to finish this one in the Dutch Navy scheme, However, in the event (and because I was building this kit in tandem with the MPM Fairchild PT-19 reviewed elsewhere), I was unable to resist those yellow wings and opted for the USAAC

camouflaged in Foliage Green and Earth parts and trial fitting, they are little more difficult to build than mainstream kits. The Ryan, previously available in this scale only as a vac-form or one obscure, more expensive and generally horrible short-run kit, fills another gap in the significant trainers collection and-rigging aside-would make a good starter for those new to limited-run modelling.

My thanks to High Planes Models for the review sample.

Mike Derram



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Focke Wulf Fw 190D-9

Technical Data

Scale: 1/72nd Price: £4.99 Panel Lines: Recessed V Status: New Tooling V Type: Injection Moulded Plastic Parts: Plastic 39, Clear 4 Decal Options: 3 (IV/JG3, JG4 & I/JG301) Options: Two styles of main canopy (standard or 'bigwn') Centreline drop tank.

Manufacturer: Academy Plastic Model Co., Ltd.

UK Importer: Toyway

The kit

Inside the standard Academy size box you get three sprues of light grey plastic and two sprues of clear for the canopies. The quality appears excellent with crisp mouldings and finely recessed panel lines.

Instructions

These come in the form of a single sheet, folded to give eight separate sides. On these you get a short history, a parts map, painting and decal plan, stencil location plan and the construction diagrams. Construction is described in eight easy to follow stages with detail painting called out at each stage as seems to be the norm these days. Overall, very good.

Construction

Construction starts with the cockpit interior, consisting of tub, seat, joystick and lower instrument panel. After painting in RLM 66 this is sandwiched between the fuselage halves along with the upper instrument panel. The top decking, cowl and tail-planes are also added at this stage. So far no filler. The wings were now assembled, holes opened for the centre-line tank and added to the fuselage. Again no filler. The undercarriage was added next as were the various gun barrels and aerials and the supercharger intake. The only real problems with the construction are, the pitot tube (part B4) should be on the starboard wing and the tailplanes are the wrong shape completely and should be replaced.

Accuracy

Axis Aircraft of World War If by David Mondey gives the span as 10,50m and the length as 10,20m. The kit scales up to 10.40m and 10.08m respectively making it acceptable in this scale.

Colour Options

Three colour options are given. The first option is for an aircraft of IV./JG3 flown by



Oscar Romm, Options two and three are the wrong way round on the instruction sheet. Option two should be from L/JG301 and option three is from JG4. All aircraft are finished in various schemes of RLM 75/76/83.

Decals

These are typically Academy being very glossy, having a very thick and stiff carrier film and having fairly poor register. They do actually let the kit down. No swastikas or apinner spiral are included. Most of the decals react well to Micro Sol and Set except the fuselage band which is fairly difficult to apply. Colour density is poor as well with the white being translucent. With all the

national markings being in white I thought it logical that the swastikas would also be white. Further research suggests that they may have been black. The spinner spiral came from the spares box.

Decal Rating = 4/10.

Conclusion & Recommendation

Although it has its faults it is an excellent kit. Replace the decals and the tailplanes and it could be a little beaut. Recommended to all skill levels.

Thanks to Toyway for the review sample.

Gordon King Photography by Alasdair King

Rumpler C.I

Technical Data

Manufacturer: Choroszy Modelbud Scale: 1/72nd Price: ETBA Panel Lines: Recessed v Status: New Tooling\ Type: Resin Parts: Resin 47 Also Included: Clear Plastic Sheet Decal Options: 1 Manufacturer: Choroszy Model-Bud

The Kit

A plain white box with a stick-on colour label contains all the resin parts in three plastic bags. The parts are free of excess flash with the exception of their moulding templates and flash membranes that are part of the moulding process so will need some cleaning up first. The detail is crisp and the engine, cockpit detail and wing ribbing are well represented. Some of the parts are very fragile due to their size in this scale so care in extricating them from their formers is required and in the case of the wing and tail struts some warping was in evidence.

The Instructions

A folded sheet of A4 contains a brief history and vital statistics of the Rumpler but no explanation of the single decal option. The exploded assembly diagram is reasonably adequate for all but the beginner but some educated guesswork is required as to the positioning of some parts. The label on the box lid contains a side-view colour drawing of the aircraft but the painting instructions are baffling and the written instructions are very brief and of little use. However, there are four line drawings of the finished airframe that

supply all the necessary data required to build and rig this model. It is basically all there, but is not well presented.

Construction

The fuselage is in the form of a 'tub' that contains a detailed cockpit area complete with firewalls and partitions to separate the engine compartment from the cockpit. This is the obvious starting point and I began by painting in the detail. The cockpit was finished in a variety of wood colours with linen fuselage sides, then the rudder pedals and steering-wheel control column were added along with the instrument panel, pilot's seat and gunner's padded stool. All these parts are very finely moulded in resin and need little cleaning up. A final touch is the large ammo box that fills up the starboard side of the observer's position. The engine was painted and installed up front before the fuselage top is fixed into position along with the rear cockpit ring and its support that comes as a separate piece. The fit of the fuselage top was not too good and required some filling and filing to get the fuselage complete.

The tailplane and lower wings were easily added next and the tailplane strutting completed. These struts and those for the main wings are cleanly moulded and thin, but are easily distorted as a result. The top wing is in three parts, two outer sections and a small centre piece. The fit is good enough but the contours of the recess in the trailing edge above the pilot's head is poor. where the three parts meet. This was remedied by gluing some scrap resin flash into the gaps and filing this to shape. All the painting was done at this point and the decals added.

Final construction began by adding the

centre struts to the fuselage and the radiator to the underside of the top wing followed by the rigging of the beast, adding the wing struts as I went, working from the centre outwards. Wheels and prop were added last and then it's time to stand back and admire!

Accuracy

The dimensions of the original machine are given in abe's World Aircraft book series as having a span of 12.15m and a length of 7.85m. This equates to 168.75mm in span and 109mm in length and the model matches these dimensions exactly and has

a photo of in an old copy of Airtix Magazine dated June 1974 (Page 589).

Decats

These are well printed and are very thin with a gloss finish and very little edge film. The only subjects I used from the sheet were the number codes for the tail (suitably modified to the new number). These went on to the gloss surface with ease and with no silvering and this with the 2mm high numbers separated and applied individually!

Decal Rating = 9/10



the look and stance of the original aircraft in the photos I have found. You can't get better than that, in spite of the fact that the instructions quote the span as being 12.5m!

Colour Options

As mentioned above, only one option is supplied. But as no explanation accompanies it, I assume this model represents a post WWI aircraft captured from the German forces and put to use in the fledgling Polish Air force. I was tempted by this unusual finish but ended up raiding the spares box for some Balkenkeutz and finishing my model as the example I found

Conclusion and Recommendation

Not for the beginner because of the instructions and some problems were encountered with the thin struts simply because the entire model is built in resin. However, I thoroughly enjoyed building it and the finished article is a cracker, and I recommend it to all WWI fans unequivocally.

My thanks to Choroszy Modelbud for the review samples.

Dan Claxton

Junkers Ju 160

Scale: 1/48th
Price: SN/K
Panel Lines: Recessed \
Status: New Tooling \
Type: Rusin, Etched Brass, White Metal & Vac-formed Clear
Parts: Resin 76, Etched 22, Metal 2; Clear 1
Also Includes: Clear Plastic Stock
Decal Options: 4
Manufacturer: Lumir Vesley

The Kit

This kit of the Junkers Ju 160 is moulded in a dark green resin which. has a very smooth and shiny finish. The parts are fairly tidy but do require cleaning up around the edges and some of the smaller parts are very difficult to release from the resin wafer. The panel detail is recessed and white metal is used for the main undercarriage struts. Only one vac-formed canopy is provided, plus some clear plastic sheet to form the side windows of the fuselage. There is also a photo-etched brass fret for the cockpit interior and other small details.

Instructions

The instructions are very basic and comprise four single-sided A4 sheets. These form a brief historical outline, four exploded views for construction, a sheet detailing the assembly of the seating, with additional detail sketches and a plan giving the colour and decal details.

Construction

Once the parts are cleaned up the construction began with the interior of

the cockpit and passenger compartments. The cockpit contains the pilot's seat, control column and instrument panel, this last being etched brass which can be dry brushed to give a detailed finish. The passenger section is more complex and contains the six seats. These were difficult to install as the fuselage sides are a scale six inches thick! I therefore cheated. slightly and fixed these to the inside of the fuselage rather than the floor. A lot of cleaning and fitting was required to get the two fuselage halves to fit and contain all the internals. Once this was complete and the insides painted the single piece wing was attached and some filler used to smooth the joint to the fuselage. The tail and tailplanes were atraightforward but did require some fitting then lots of filler to produce the joint between the fuselage and tail surfaces. The radical engine is made up from six pieces, which took some getting out of the resin casting but produced a well detailed block to fill the cowling. The undercarriage lega needed holes drilled in the wings to fit and then the doors require a slight correction to the shape and thinning, The additional undercarriage struts are very brittle and proved nearly impossible to clean up so I replaced these with brass rod. The additional sketch showed how these were assembled, but it still appears unfeasible! The cockpit glazing was left until after spraying and the side windows have to be formed from the clear plastic sheet, which proved a challenge. Also only one canopy was provided so careful trimming is required as there is no room for error.

Accuracy

The finished item measured 256mm long with a span of 297mm, which scales up to 12,38m by 14,26m. Putnam's German Aircraft of WW2 quotes the actual dimensions as 12m by 14.32m, which is close enough and the final model does look right

Colour Options

Two colour schemes are detailed in the instructions, but a third is possible. The first is for a Lufthansa machine D-UNOR dated June 1934. The second is a Luftwaffe aircraft PF+GC of A/B 14, Klagenfurt 1942. This scheme is overlaying an earlier Lufthansa aircraft (D-UFAL) so it is also possible to create this earlier aircraft. I produced the Luftwaffe example by putting on the D-UFAL decals then overspraying the light grey before adding the Luftwaffe crosses and codes. I followed the painting details given on the instruction sheets, as shown in the photographs, however, I think it more likely that the swastikas should be on white circles higher up on the red tail, but, I've not found any photographs of Ju 160s in Luftwaffe colours to prove this.

Decals

Decals are provided for the above schemes. These were finely printed and they settled down well onto the model without any decal setting solution. The carrier traces disappeared after a light coat of matt varnish.

Decal Rating = 9/10.

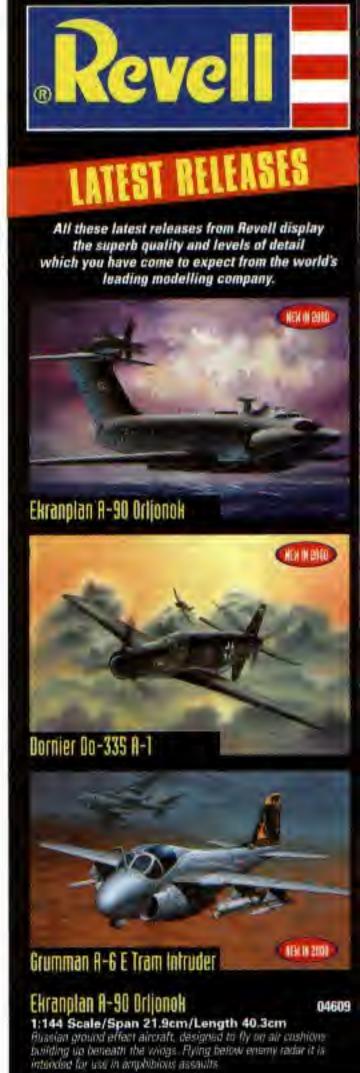
Conclusion & Recommendation

The is a fairly straightforward resin kit, but needed a lot of cleaning up and fitting, especially the internals. It produces a model of an interesting and lesser known Luftwaffe aircraft. My only real complaint was the thickness of the fuselage sides which was impossible to disguise. Recommended to the experience resin modeller and Luftwaffe devotee.

My thanks to Lumir Vesley for the review sample-

Paul G. Gilson





Dornier Do-335 A-1

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1:72 Scale/Span 19.2cm/Length 19.3cm Developed in 1944, this German single seat prototype lighter with tivin propellers was capable of a top speed of 770km/h.

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Aermacchi MB.339 K

Scale: 1/72nd Price: £6,00 Kit No.: 10-019 Panel Lines: Raised Status: New Tooling Type: Injection Moulded Plastic Parts: Plastic 79 (Grey), Clear 3 Decal Options: 1 Manufacturer: Super-Model s.a.s. Sample Supplier: Hannards Diametry Train

The Kit

This Italian company has to date not unnaturally concentrated on producing kits of Italian aircraft and the Aermacchi MB.339K is no exception. Generally neglected by the rusjor injection kit manufacturers, modern Italian aircraft must have a dedicated following by section of the model making community and Supermodel are to be congratulated for exploiting it.

The kit consists of two sprues of parts in light grey plastic and a separate one of clear parts. The presentation of the parts is reminiscent of earlier Airfix and Matchbox offerings, a bit chunky and lacking in fine detail. Moving surfaces are represented by recessed lines but, sadly the panel lines are raised. The canopy which is two-part, is reasunably thin with lightly detailed frame lines, and to complete the kit there is a small decal sheet and instructions. All of this is packed into a plastic bag and contained in a slim colourful box with a photograph of the real aircraft on the front, with illustrations of some small details on the sides and other aircraft in the series on the back.

Instructions

The instruction sheet relies on good sharp illustrations to indicate the position of the parts, although placing some of the smaller pieces is a little obscure especially when there are no locating points on the model. A simple history of the aircraft is included in Italian, German, Prench and very poor English, Three-view drawings of the prototype in both its 1980 and

1985 schemes are shown, but the shading and demarcation of the various camouflage colours are not too clear so additional research and references are essential to obtain the correct scheme. All colours are given as FS numbers but no make of paints is recommended. The instruction sheet also has photographs of the ejection sest and airbrake details and a step by step guide to applying the decals.

Construction

Assembly of the model follows the normal practice as indicated on the instruction sheet. Commencing with the cockpit, the rear of the cockpit tub must be removed because it is designed for the two seat version, I added a blanking plate and some black boxes' to the rear of the seat to fill the unnatural void left in this area, The cockpit bath, sides, cansoles and instrument panel should be painted light grey

frames were painted first and fixed in place when the rest of the model was complete.

Accuracy

I compared the finished model with Richard J Caruana's scale plans in Scale Aviation Modeller International July 1999 issue. The nose appeared to be a couple of mm too long and the mainplane leading edges have a slightly greater sweep and the tailplanes require a little more sweep. Aside from the nose which can be easily corrected, the other apparent inaccuracies are negligible and would not matter to all but the very exacting modeller.

Colour Options

As stated previously, there are only two colour options for this aircraft since only one prototype was produced. Unless you are very familiar with this aircraft or have additional reference material with colour photos or a colour chart of the ES shades, it will be difficult



and decals applied before fixing the fuselage halves together, and don't forget a weight in the nose -1 did! The fuselage halves in the review model fitted together very well and required little filler, as did the main plane halves. The same could not be said however when joining the wings to the fuselage where considerable filling and sanding removed the raised panel fines around these parts. Likewise the tailplanes needed filler at their roots as did the ventral fins and cannons, once the correct location for these had been established. Two types of wing tip fuel tanks are included and I chose the slim round ones for the review model. Finally I added the various aerials and airbrake but omitted the under-wing pylons and stores of which there are six in the kit. The ejection seat, undercarriage and canopy

to replicate either scheme correctly. The box art shows the aircraft in its second (1983) scheme and although this is useful as a guide it is not adequate. For the review model I chose the 1980 scheme and after applying a couple of coats of Auto Chemicals Grey Primer spray I hand painted the whole of the top surface with Testors Model Master acrylic FS 34088 Olive Green (not the recommended shade but close). Humbrol Dark Green and my own mix of Humbrol enamels completed the upper surface camouflage, and again my own mix of colours was used to achieve the underside blue, so if the shades in the photographs don't match your interpretation it's down to me! After applying the decals I gave the finished model a spray coat of Humbrol clear satin varnish.

Decals

Markings on either of the prototype finishes are minimal and this is reflected on the rather small decal sheet. The cockpit console and instrument panel and most of the information and warning decals are common to both schemes, but the first paint job carried a civil Italian serial and the Aeronautica Militare Italians shield on its fin. The decals are well printed and adhered well to the surfaces without any problem, I settled them with Hambrol Decalfix. Scare? Difficult to judge with so little to base it upon, but since I have no complaints, at least 8/10.

Conclusion and Recommendation

Aermacchi 339K is a simple model with few parts and doesn't have the sophistication that we have come to expect from a modern injection kit. The mouldings are a bit on the heavy side and this is exaggerated by the thick sprue on which they are borne, but once assembled, it builds into a neat replica of the full size aircraft. Supermodel are not a major manufacturer so we should not necessarily expect the fine detail associated with kits from the well established big boys. The panel lines could have been recessed, but the discerning modeller will scribe their own anyway and add any extra detail.

The single seat Aermacchi MB.339K strike fighter hasn't enjoyed the success of the trainer version on which it is based and only one example was built; for that reason I wouldn't expect this kit to attract overwhelming sales except perhaps in Italy but as it is basically the same kit as the trainer version, readers may interpret this review to encompass those versions also, I have to admit that I enjoyed the finished article much more than I did assembling it, but if you want an injection moulded model of this single-west version, this is the only one available and likely to remain so. To sum up then, this is a simple kit which can be made into a nice little model with a bit of work and one that I can recommend to modellers of any experience.

My thanks to Hannasts for kindly supplying the review model.

Tony Clayton

Tony's Tip

If you use a magnifying glass to apply small details, always make sure that you cover the lens after use. If left out, the sun shiring through a window can all worse start a serious fire or, as happened to me, met a hole in your favourite model.

Boeing B-47B '1st SAC Striker'

The Kit

This kit is moulded in a light grey plastic with medium to light engraving. Some of the injection gates look a little thick and are located in areas that make them difficult to remove. The plastic is quite brittle here too so you need to take care in removing any of the parts from the sprues.

Instructions

These are printed on six sides of A4; three dealing with construction and two with paint/decal options. The construction drawings are clear and accurate and the painting guides are large enough to be useful. That said, they are printed in small dot shading for the differing colours and some are too similar to each other in their pattern to be clear.

Construction

The first step is to cut out one panel in each fuselage half; these are clearly marked with recessed lines on the inside. Repeated scoring with a curved blade cut through most of the plastic and a little tidy up with a flat file was all that was needed. I did not need to use any filler on the kit except where the sprue

locating pins were removed and as this is a natural metal aircraft I was pleased with this as I wouldn't have to do the lated preparation work and rescribing. The clear nose come was a good fit and only needed a rough edge lightly sanded around the join to work well. A nice touch are the adjustable oleo legs. I couldn't really see this working when I read it in the instructions, but it does, very well too.

Accuracy

Very accurate; someone has done their homework at Hobbycraft, as the kit scales out at 1 in short in span and 0.2 inches short in

Scale: 1/144th Price: £11.95 Kit No.: HC1250 Panel Lines: Recessed v Status: New Tooling v Type: Injection Moulded Plastic Parts: Plastic 74 (Grey), Clear 2 Decal Options: 2 Manufacturer: Hobbycraft. UK Importer: Pocketbond Ltd

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Reviews

length. This is spot-on in my book and these small differences could be due to my measuring anyway. The completed model certainly looks' the part.

Colour Options

Not much choice here, just polished aluminium overall except a black anti-glare panel and fin tip and burnt aluminium 'hot' engine areas.

Decals

Two options are offered on the decal sheet; one is S/No. 12071 of an unknown unit in 1952 (very uninspiring), the other is for S/No. 12212 of the 306th BW, 1951. This has a red band on the top of the fin and a 'P' in a



black square covering a large area of the fin.
The decals were glossy and very thin, but be
careful with the thin stripes as they did fold
up on themselves as they released from the
backing paper. Unfortunately someone forgot

to put the glue on the decals as most did not stick down on their own, and the slightest nudge when dry was enough to dislodge them. The best way around this is to do each one at a time and immediately cover them with Future or your favourite gloss coat.

Decal Rating = 7/10 (Would have been higher if they stuck down but quality was good otherwise.)

Conclusion & Recommendations

A much needed kit in this scale and another brave step by Hobbycraft. A very easy kit to build except for the cutting of the holes in the fuselage. It should be suitable for everyone and is therefore highly recommended, Bring on those B-36s!

My thanks to Pocketbond Ltd for the review sample.

Paul Gold

Piaggio P.136L

Technical Data Scale: 1/72nd Price: \$10 (+P&P) Kit No.: MS-73 Panel Lines: Recessed √ Status: New Tooling √ Type: Limited-run & Vac-formed Plastic

Parts: Plastic 34 (Inj), 19 (Vac), Clear 3 Decal Options: N/A Manufacturer: Bropian

Obtain in UK via: Aeroclub & Andy Pack Models



The Kit

Scaplanes have a certain appeal to aviation. enthusiasts, though I don't have that many in my collection of models. The Piaggio P.136L does have unusual features which make it appealing though. My sample was supplied in a plain, scaled polythene bag. This kit is mainly vac-form with the exception of some injection parts (comprising two sets of identical sprues) that consist of the propellers, undercarriage and powerplants. Recessed punel lines are fairly well done and are not too heavily portrayed. One thing about the transparencies I noted, was the optional methods of fitting them, but more of this later. The interior detailing is in the form of seating and controls, Incidentally the plastic used is thinner than most other vacform kits that I've come across

Instructions

The instructions are on a single A4 sheet with an expluded construction sequence and parts layout, and on the other side a three-view showing the colour scheme. All of this is quite clear and all the parts are numbered to ease identification so they should not pose any problems during building. No detailed painting guides are included, so you are left to seek out some additional references.

Construction

The normal rules for vac-form building apply

here, such as going around the parts with a marker to guide cutting out etc., so I will skip describing this in detail as I presume the majority of readers know about this style of modelling. So, after cutting out the major parts I sanded them down very carefully, due to that thin plastic. I assembled the cockpit. interior and went about deciding which method to use for the glazing. One method shown is to cut away the whole of the forward upper section of the fuselage and fit the one-piece windscreen, fuselage and side window replacement part. This may sound simple enough, but I felt that, due to the thin plastic, it would cause problems while blending it in to the main fuselage with filler. I was not happy about this option, so I decided to cut out the glazed areas with a sharp scalpel and use the optional side transparencies provided. These need to be cut down and fitted in one piece into the openings, a bit like the Airfix airliner windows. The windscreen is separated and trimmed from the one-piece moulding for fitting later. I decided to paint the insides a medium grey with black/grey for the instrument panel and cover, as this would be a safe bet due to the lack of accurate information I had. For the seating I used a dark blue. Once satisfied with the interior I joined the fuselage halves together, engaging the cockpit and strengthening tabs in the process. The next areas I dealt with were the assembly of the tailplanes and wings. These did not cause too much of a problem. I cut out the slot for the former by drilling it out and shaping it to accept the assembly and worked to the raised detail for this assembly. I opted to fit the tailplane as one piece, instead of two separate parts, to ensure that it would be horizontal,

The wings, once joined together, had the engine units fitted and blended in with filler. A wing spar is supplied among the parts, but I found it too fragile to use, so I made a new one by laminating some scrap pieces of plastic, using the kit item as a guide. This would at least make the wing to fuselage join more secure although filler is still needed to conceal the join.

I then set about assembling the main year, which comprises the injection moulded parts, and though a bit fiddly, it is able to support the model well enough. The remaining parts are then added to complete the build, such as the wing tip floats and tail wheel.

At this stage I noticed how light and delicate the model was, it has the fragility of an empty egg-shell!

Accuracy

The dimensions given are a wingspan of 13.53m and length of 10.78m. The model measures 150mm in length with the wings at about 190mm. So, the model is close to the real thing in both dimensions and looks OK too when compared to the drawings. I don't have pictures in any of my references of the type to support this, but I'm happy with it.

final detail painting.

Decals

There are no decals supplied, so I resorted to obtaining the SkyModels roundels sheet. The codes are of a suitable style and came from the Modeldecal range, With regard to the upper wing roundels, they have a white outline. For these, I was fortunate to have an extra decal sheet in the Frems kit of the MB.339PAN. So these were duly used. As fur the serials, which are very small, I decided to omit them until I can locate something suitable to use in the future. The end result is a rather stunning subject so typical of that colourful period in aviation.



Colour Options

There is only one scheme shown on the instruction sheet. That is of an aircraft of the Italian Air Force, 84th Gruppo, based at Vigna di Valle. It is finished in overall silver with a black planing bottom to the fuselage and floats. For the wing upper surfaces it has a red symburst pattern in true Italian fashion. No contest here! For my model, I first masked out the windows and sprayed it with a white primer (Halfords). Having checked it out for modelling faults I then coated the upperwing surface with Gloss Red, and when this was dry, I masked the areas to be left in that colour. Next it was time to spray the silver. I. used Xtracolor X501 for this, as it has a nice finish to it. This done, the black was applied using Humbrol 33; All that remained was the

Conclusion and Recommendation

For a vac-form kit, it is a fairly straightforward one to build. Great care is needed during the sanding process so as not to go through the thin plastic. Care must be taken to ensure the filler you use will not 'eat' through it either! I had an enjoyable and interesting time building this kit and can recommend it to those who are quite adept at yac-forms and who would like this amphibian in their collection.

My thanks go to Broplan for the review sample.

Paul Janicki

Friedrichshafen FF.49c

Technical Data

Manufacturer: Top Guil
Scale: 1/72nd Price: ETBA
Panel Lines: Recessed v
Status: New Tooling v Type: Resin
Parts: Rusin 87 Decal Options: None
Manufacturer: Salon Modelansk
TOP-GUN, 81-328 Gdynia,
Krasicklego 12/7, Poland.
Tel: +48 48 620 88 76
Obtain in UK vis: Aeroclub

The Kit

The plain stout cardboard box adorned only with a black and white sticker would normally open to reveal finely east major components in parchinent coloured resin. The vertically split fuselage has internal side wall detail moulded integrally. There are four main wing sections with acceptably fine trailing edges and convincing under-camber. The port lower wing was slightly distorted. A choice of tail feathers and props to suit aircraft used by Sweden. Finland and Germany are offered. The floats each split horizontally and the bost of smaller items are supplied attached to their moulding cores. The overall impression is, pleasingly, one of quality.

Instructions

These comprise two sides of A4 that offer selected profile and plan views in something approaching 1/100th scale. Cryptic and barely legible hand written notes give class on the finish for FF,49cs operated by the three air forces referred to above.

Study of available pictures in Putnam's 'German Aircraft of the First World War' indicates that the drawings are accurate. The small three-view drawing in the Putnam's volume and a recently published 1/72nd scale plan show marked dihedral of the lower wings, whilst contemporary pictures plainly show little or none.

Construction

Through no fault of the manufacturers or SAMI this kit arrived to my hands after suffering from mechanical and sulvent damage, which necessitated remedial work on the wings and both from fuselage sections.

Having resolved this little difficulty as best I could, construction proceeded in a perfectly normal way (mostly using super glue) and with little other difficulty despite the minimal instructions supplied.

Work begins by ensuring that the resin components are cut free of the moulding cores and mating surfaces sanded to the correct datums and profiles. A cockpit floor, fuel tank and pilor's seat which mounts to it and an observer's seat. It's not clear whether an instrument panel or machine gun was originally provided, due to the damage



Thank Gon

Scale Ayustian Madeiler International would like to thank Bevell', thinney & Smith (Banpe) Lell for the generous supply of paints and accessories from their extensive range for use by the review team throughout 2000. referred to above, so I fabricated the former and omitted the latter.

Once the cockpit area is painted and finished the fuselage could be closed up and the lower wings set in place. Given the damage to the left I was unwilling to risk major surgery on the distorted lower wing and my attempts at correction were, therefore, less than satisfactory. Top Gun's plans were consulted to ensure the correct angle of sweepback for the wings, which were pinned and glued in position. Regrettably the wing location points are not clear on the fuselage sides; I now believe that they are fixed on the review sample a quarter of an inch too far to the rear.

The top wings butt-join with no difficulty as do the optional horizontal tail surfaces.

I can't abide resin struts and used braas 'Strutz' to mount the upper wing after taking ages to ensure that all twenty four top and bottom strut sockets were drilled vertically above one another. A gauge was fashioned to belp set the struts in the lower wing sockets to the right angles to achieve the correct incidence. It took only three attempts to secure the upper wing which was left overnight to harden.

The following day the cabane struta were added, the tops to the floats attached and another sixteen strut lengths measured, can and fixed to secure the floats in place. Given the problems with the wing location referred to above this was necessarily achieved by making to the model rather than from the plan. This won't bother you because you will get the wing location right in the first place!

The German fin and rudder were then affixed and I sprayed the model with Halford's Grey Plastic Primer overall. This reflected the guidance in the instruction sheet to use 'ouddle grey'. After that the radiator and pipework, propeller and decala from the spares box were added after a mist with 'Klear', I will get round to the rigging, when my present boot of nervous debility has passed.

Colour Options

As Locad the instructions all three aircraft featured in the instructions were 'Middle Grey' with varying areas of matt black on the nesse section and float bottoms. Albatros Productions Ltd responded to my request for advice on the colour of German operated FE49cs by suggesting that they were probably finished in white of pale blue, like the earlier FE33E. Given the contrast between the white edges of the fuselage crosses shown in the Putnam's reference I would go for the blue if you don't like the idea of 'Middle Grey'.

There is the Swedish Na.24 with a nice penguin aft of the yellow crosen insignia on the fuselage and the Finnish C72-18 of the 1920s, with blue swastika insignia, and finally 1872 of the German Naval Air Service in 1917, This aircraft, which was license built by Sablatnig is featured on page 124 of the Puntam's reference given above. With the exception of the cute penguin on No.24 none of the suggested schemes should prove too difficult for the experienced modeller to reproduce once the overall colour schemes have been verified.

Accuracy

Given that the wings are attached in the right place the model appears to have the correct proportions and scales out well against the published data. This gives the span as 56 feet 3.25 inches and the length as 38 feet 2.75 inches

Decats

None are supplied.

Conclusion & Recommendation

Given that your sample of the Top Gun FE 49c arrives in the pristine condition that you would expect, this kit should pose no problems for the experienced resin modeller. It appears to be an accurate representation of a very tough, but comparatively little known reconnaissance nircraft, which was a thorn in the side of British forces in the North Sea in the latter part of WWL Resin does have its limitations and modellers must be either very adept or resurt to replacing the struts.

Recommended to the serious WWI modeller with access to extensive references.

My thanks to Top Gun for a worthy kit of this very interesting type;

Simon Snape





Thank You

Scale to union klodeller International would like to thook AstroModel for the generous supply of passes from their LifeColor range for use by the review team triunghout 2000.



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84044 A/C Runder Pedars WorlmSWittstch0(1:32)	TM49534 F-104 Data Stancii AMI	UC49001 500 lb MC Mk it WWII British Bornes
RH045 Codigit Trim Wheels & Levens (1:48)	TM48535 C1 SOH/T6/FB4F Sartats & Sp Nos AMI \$5.50	UC48002 1000 b MC Mk I WWI British Bombs
RH045 A/C Caropy Ditats Virtage; (1.72) \$8.25 RH049 A/C Caropy Ditats Virtage; (1.48 \$8.25	TM48537 Fait G50/Ju87/Bt106/RE2000/2001 Insea RA	UC48004 "British 3 Rockets & Mk I Rate"\$13.95
3H061 A/C Caregy Details; Modern; (1:72)	Serials & Sq. Nos Acorrentics Cobelligerante \$6.75	ST 95
RH062 A/C Caropiy Details; Motiem; (1:48)	TM4839 F104 6 Luff Post-War Anniversary	UC48012 Hawker Typhour Covered Educats
RH070 Luff Accessory; sexts sights, ammo (1:72)	Halian New \$5.50	UC48012 Hawker Typhoon Covered Educats \$4.95 UC48013 Hawker Typhoon Intest Dust Guards \$4.95 UC48018 Hawker Typhoon Stat \$7.95
RHD71 Luft Accessory; seats sights ammo(1:48)	TM48541 F-104/Tomado Luft Post-War Anniversary \$5.75 TM48542 T33 USAF/Luft/Ejerotro de L'Aire \$8.75	UC48019 Hawter Humgare Seet
RHD7 FAF,FAA Accessory, sights, gettals, ament (1.48)	TM48543 P51B/C USAA5/P51D AM	UC48029 Supermerine Spiffire Seats (Mk I - Mk XIV)
RH074 USAAFASH Accessory seein sights ammo (1.72)	TM48544 "AV58 Italian Navy Blank Se Beldy Ads, Serial AM"	UC48021 Bristo Besufigfor Sests 57.95 UC48022 Bt 108 Sests (SF1088-E) 37.95
RHD76 Seversky P-35 Detail for Hobbystraft 11:48	TM48545 AB205(UH-1H)/AB206 Jet Rancer-Hughes	UC48025 F4U Corsuit Seats
DHOZE E-1000/E Detail for PerisPet/AMT (1-72) \$18.00	500/SH34 St Badg Italian Army Standi	UC48029 F4F Wildcal Seats ST-95 UC48031 PAFFCAF Mustang I Conversion \$11,95
RH081 P-51 D/K Mustang Detail for Acast/Min. (1.72)	TM48548 F104 Commem AMI	UC48633 De Havilland Mosquito Seats (Late Harmass)
1 80034 - Domer 335 Set for Oracon 142 sept (1:72)	TM48549 "F104 Low Vis/S820 Heildwer/C138H/P513/T6/P470 Sq Badg AMI, Italian Navy/Torredo TTTE"	UC48034 De Havitand Mosquito Control Surfaces \$9.95 UC48035 De Havitand Mosquito Crew Access Door \$4.95
AHD86 P-38.FL Lightning Detail for Hasegawa (1.45)	TM48550 Fiat GSQ/SM79 Sq Barg/Nos,Serials RA/Ju88 Inseq,Serial RA' \$6.75	UC48036 Supermarine Spittire Mk I Control Surfaces \$9.95
RH089 Spirite F.XV-PR XIX Detail for Fulmi; (1.72)	TM48551 "RE2005'SM78 Sq Bang/raseq Serial PA" 88.75 TM48552 "P510 AM /REAF/AFRAF" 86.75	UC48039 Supermanne Spitfre Mk VB Control Surfaces
RH093 USAAF Fighter Prots;WA1 Burtope:3 (1:48)	TM48553 F104S ASA AMI Low Vis/Torrado AMI Desert Storm	UC48040 Supermarine Spitlin Wk Exhausts
RHOSE au 87 Stuke Interior Date (1.46)	TM48564 "P510 USAAFRAFSCAS"	UC48042 Hawker Humicane Control Surfaces\$9.35
RH109 - Spanete Accessory Set: (1-72)	TM48555 "Hs129 Luft, FARAP"	UC48043 Hawker Hamicane Mk I Editaists 54.95 UC48044 Humicane Mk WSpittin Mk V Editaists 54.95
TREETO Separate Arcastros Ser (1-46) 811.95	TM48558 TP38 USAAF LIft, AMT 56.75	UC48045 Dertayliand Mosquito Tall Wheel Assembly
RH115 Sovial K35 Ejection Seats; 2 per pack (1946) \$8.15 RH116 Luttwarte Desert Pilots 3 figures (1946) \$11.25	TM48559 BA65/Flat CR42/G50/SM79 Sq Basg Nos Serials RA*	UC48046 Dehewliand Moscurto Mod Buards
1 HP1 21 LHDASTR HOODSAF DOWN 21 DC 223480	TWO SHOULD FALL LOUSEN WINE ARAP VIVE 1 202	UC48048 Mosquito ASH Fladar Nose Corw (Tam)
BH124 LEAF Pressure Subset Plots (1) (81) \$11.25	TM48562 "M8206 Jrf Ranger/SH30 Sq Badg Inseq PS"	1/C48049 SB2C Heldriver Sens Plot Obser
RH125 USAF F-4 Phantom Crew; 70's-80's; 2 (1:32)	TM48564 For GSO/SM79 Data Standing 56.75	POSTAGE and HANDLING
Ph128 Remove Bettere Fight Raps;70 pc (1:48)	1M48545 "D520 First G50/RE2001 Inseg Sq Badg RA"	US, APO, FPD: To \$100.00 ADD \$5.00 - OVER \$100.00 ADD 5%
PH128 Remove Bettere Fight Regis 70 pc / 1/48] \$11.00 RH128 Remove Bettere Fight Regis 52 pc (1:52) \$11.95 RH130 AC Cota Pisocots Waterside Decats (1:72) \$8.00	TM48567 Torrado IOS-ECR Low Visitation \$7.50 TM72501 Flat 0.91R/T; Torrado Roundels AMI	ALL OTHERS: To \$25.00 ADD 85.00 - OVER \$25.00 ADD 20%
RH1S1 AC Data Placa res/Veterside Decats (1:46) \$6.00	TM72502 Fot C.91R, Tumatio Sq. #/Surfat AMI	PAYMENT: DISCOVER, MASTER CARD, VISA.
PH132 A/C Data Place os: Waterslide Decals. (1:32)	TM72503 Feb: CR.32/Ju 87/Re.2000,2001 Insegne RA	Checks, Money Orders payable in US funds only to VISA
PH154 Modrit A/O Control Placards: (1:48) 86.00	TM72506 F-84G Partuglia Acrobat; MB339 \$12.95	AVIA IMPORTS USA.
RH135 Medin A/C Control Placards: (1:32)	TM72906 F-846 Partuglia Azrobat; MB339	Credit Card orders please include card number, exp date, name and billing address.
Heli St. Art. Data Plagarits; Waterside Decals; (172) 35.00	TM72509 Tomaco Sq Badges TTTE	NC residents please add 6% sales tax.
PH138 Millage A/G Control Placends; (1:32)	TM72510 Caproni CA 311,313,314. SM.79 Insep RA	THE CONTRACTOR PROMISE AND A SOURCE HAVE

News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear next month.

C&H Aero Miniatures

1/48th Scale F-1058 Conversion (Monogram) (\$TBA) [r/vt/dec]

Alpha Flight

1/72nd Scale Flat-CMASA ICR.42 Conversion (Mister Kit) (15Eero) [r]

Airwaves

1/72nd Scale
AC72-211 RN Helicopter Flight Deck (£5.99)
[eb]
AC72-212 Gannet Undercarriage Bays
(Frog/Non/Revel/®) {£6.99} [eb]
AC72-213 F-4 Prantom Wing Fold (Hasegawa)
{£2.99} [eb]
AC72-214 F9F-2/5 Panther Wing Fold
(Hasegawa) {£4.99} [eb]
1/48th Scale
AC48-100 F9F Panther Wing Fold (Monogram)
{£5.99} [eb]

Eduard M.A.

1/72nd Scale "Zoom" Series
\$\$144 Grumman A-6 Intruder (Italen) (£TBA)
[eb]
\$\$146 McDD AV-68 (Italen) (£TBA) [eb]
\$\$147 Messerschmitt Bf 110C/D (Italen) (£TBA)
[eb]
1/48th Scale
"Zoom" Series
£\$120 A-1,J Skyraider (Tamiya) (£TBA) [eb]
"Express Mask" Series
\$\$XFD60 B-25 Mitchell (Accurate Miniatures)
(£TBA) [ma]
\$\$XFD61 Bell X-1 (Eduard) (£TBA) [ma]

Custom Aeronautical Miniatures

1/32nd Scale R32-005 K-36 Ejection Seat {\$11.95} [r] R32-007 ESCAPAC Ejection Seat {\$11.95} [r] R32-030 Mertin Baker Mk 10 (Tornado) Ejection Seat {\$14,95} [r]

Brigade Models

1/72nd Scale BMK 003 Spittire Mk XII Conversion (Italeri) {£12,98} [im/dec] BMK 005 Seafire Mk XV Conversion (Italeri) {£12,99} [im/dec]

Create 301

1/48th Scale 20mm Cannon Barrels for N1K2-J George (Hasegawa) {YTBA} [br] 20mm Cannon Barrels for A6M Type 22 & 52 Zero (Hasegawa) {YTBA} [br]

Omega-K

1/72nd Scale 72011 KrAZ-225L Russian Fuel Tanker (STBA) [im]

High Planes Models

1/72nd Scale 72045 CAD Avon Sabre Conversion (Fujim) or Hobbycraft) {AusS18.00/E10.00} [/dec]

Airfix

1/72nd Scale 01747 RAF Personnel (£2.99) [p] 01756 NATO Ground Crew (£2.99) [p] 01759 US NATO (Europe) {£2.99} [p]

NOTE items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in {} are the known price and those in {} indicate the medium used as listed below

Rey

ac = Acetate
br = Brass
dec = Decals
eb = Etched Brass (or Steel)
gt = Glass
i = Injection Moulded Plastic
ma = Die-cut Mask
p = Plastic (Soft)
i = Resm
vt = Vac-formed Plastic (or Clear)

wm - White Metal (or Pewter)

PART

The latest batch of new etched-brass detail sets have been passed to us for review by Jadar-Model s.c.

1/72nd Scale

Subject: Flaps; P-40 Late

Scale: 1/72nd

Product No.: S72-107

Type: Detail Set

Designed for: Academy & Hasegawa kits

Parts: Etched Brass 63 Price: ETBA

Includes: Two main flaps, interior frames, bracing panel and all associated ribs



572-107 (Academy & Hasegawa)

Subject: Hawker Sea Hurricane Mk IIc.

Scale: 1/72nd

Product No.: \$72-109

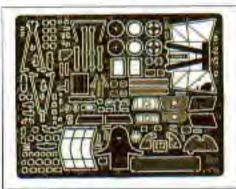
Type: Detail Set

Designed for: Revellop kit

Parts: Etched Brass 136, Acetate 7

Price: STBA

Includes: Instrument panel (with acetate film), seat, harness, rudder pedals, gunsight, wheel hub centres, interior framework and side consoles, control dolumn, emergency knock-out panel, radiator matrix, pitot, landing light cover, trim tab horn balance, cataput spools, arrestor hook, carburettor ice guard and replacement canopy and windscreen framework plus acetate 'glazing'.



572-109 (Revellito)

Subject: Flaps - Hawker Hurricane

Scale: 1/72nd

Product No.: 572-110

Type: Detail Set

Designed for: Revellati kits

Parts: Etched Brass 40

Price: ETBA

Includes: Inserts for the interior of the wing, four flap sections and all associated ribs.

Subject: Exhaust for F-15 & F-16.

Scale Adation Modeller International - August 2000.

Scale: 1/72nd

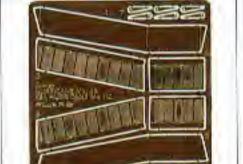
Product No.: 572-111

Type: Detail Set

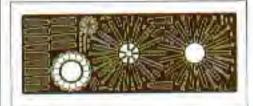
Designed for: N/A

Parts: Etched Brass 73

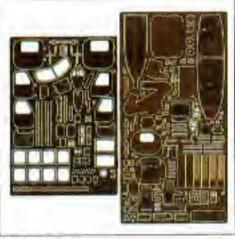
Price: ETBA



572-110 (Favalle)



572-111



572-112 (InTach)

Includes: Afterburger ring and the entire exhaust assembly to fit the F-15A, B, C, D or E and F-16A, B, C or D.

Subject: Mil Mi-2

Scale: 1/72nd Product No.: S72-112

Type: Detail Set

Designed for: InTech kits

Parts: Etched Brass 175, Acetate 10

Price: £TBA

Includes: Internal floor, instrument console, bulkheads, crew seats, harness, overhead instrument panel, rotor and rotor head details, wheel hubs, fuel tank straps, access doors (with apetate 'glazing') and various vents and access panels.

Subject: Airfield Accessories for Su-22

Scale: 1/72nd

Product No.: S72-118

Type: Detail Set

Designed for: Italeri & Pantera kits

Parts: Etched Brass 38

Price ETBA

Includes: An 'X' frame access platform with box-cage and a similar unit with a flat accessplatform to reach across the wings.

Subject: Henschel Hs 1298-2

Scale: 1/72nd Product No.: S72-120

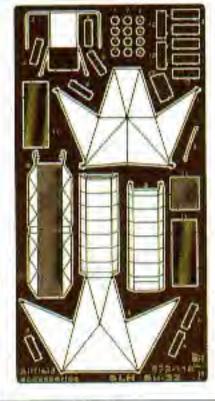
Type: Detail Set

Designed for: Italeri, Revellop & Dream lots

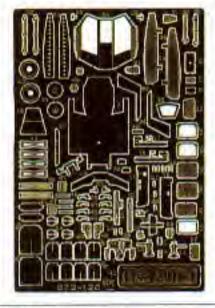
Parts: Etched Brass 109, Acetate 8

Price: STBA

Includes: Instrument panel (with acetate film), cockpit tub, seat, harness, undercarriage compression links, wheel hubs, undercarriage



S72-118 (Imieri & Pantera)



572-120 (Italeri, Revelt® & Dream);

door interior, fuselage access doors (radio etc), bomb fins, carburettor intake screens and replacement canopy and windscreen framework complete with acetate 'glazing'.

1/48th Scale

Subject: MiG-3 Scale: 1/48th

Product No.: \$48-061

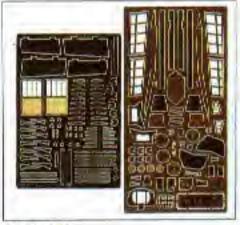
Type: Detail Set

Designed for: ICM kit

Parts: Etched Brass 157, Acetate 2

Price: STBA

Includes: Instrument panel with acetate film, rudger pedals, Interior framework, side panels, carburettor intake screens, RS-82 fins, radiator matrix and doors, wing join seals, undercarriage doors, undercarriage leg compression links, wheel hubs and a complete set of flaps.

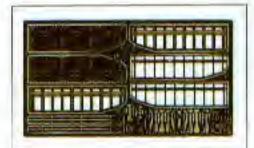


\$48-061 (ICM)

Accessories



S48-062 (ICM)



\$48-056 (ICM)

Subject Yak-7UTI

Scale: 1/48th

Product No.: S48-D62

Type: Detail Set Designed for: ICM kit

Parts: Etched Brass 161, Acetate 6

Price: ETHA

includes: Instrument panels with acetate film. side consoles, rudder pedals, seat harness, undercarriage doors, compression links, wheel hubs, tail wheel yoke, radiator matrix. carburettor matrix, access panels and a complete new set of sliding canopy frames with acetate film 'glazing'

Subject: Flaps - Yale-7

Scale: 1/48th

Product No.: \$46-066

Type: Detail Set.

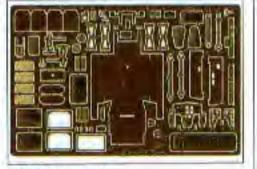
Designed for: ICM kit

Parts: Etched Brass 32

Price: ETBA

Includes: Complete set of flaps plus all

associated interior ribs.



545-057 (Hasegawa)

Subject: Henschel Hs 1298-2

Scale: 1/48th

Product No.: S48-067

Type: Detail Set.

Designed for: Hasegawa kit

Parts: Etched Brass 70, Acetate 5

Price: STBA

includes: instrument panel (with acetate film), cockpit tub, seat, harness, bomb firts, undercarriage compression links, tail wheel hub, fuselage access doors (radio etc), carburettor. intake screens, engine instrument clusters and

Subject F-15A/D Exterior

Scale: 1/48th

access step.

Product No.: \$48-069

Type: Detail Set

Designed for: Academy & Tamiya kits

Parts: Etched Brass 142, Acetate

Price: ETBA

Includes: Pylon rails, crew access ladder, various access panels and screens, early and late style wheel hubs, undercarriage leg details, intake FOD screens, undercarriage door details and linkage,

Subject: F-15 Radar

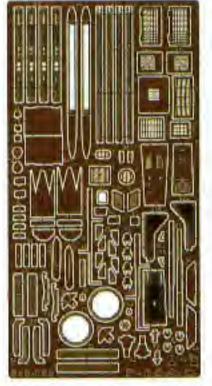
Scale: 1/48th

Product No.: S48-070

Type: Detail Set

Designed for: Tamiya kit

Parts: Etched Brass 24





S48-069 (Academy & Tamiya)

Price: ETBA

Includes: The complete AN/APG-63 radar scanner and support frame.

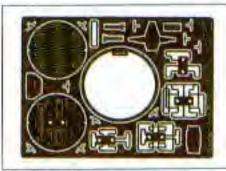
Subject: Masserschmitt Me 1638

Scale: 1/48th

Product No.: S48-071

Type: Detail Set

Designed for: Trimaster, Dragon & Revell® kits



S48-070 (Tarraya)



546-071 (trimaster, Dragon & Revell®)

Parts: Etched Brass 40, Acetate 5

Price: STBA

Includes: Seat harness, rudder pedals, instrument panel with acetate film, Revi gunsight screens (acetate), generator blades, air spoilers and tall wheel yoke.

Conclusion

PART certainly produce some excellent detail sets, and this latest bunch is no exception. The parts are well detailed and beautifully etched, while the instructions are clear and easy to follow. UK modellers can obtain this range via Aeroclub and all of those reviewed above are highly recommended to all.

Our thanks to Jadar-Model s.c. for the review samples.

CMK

A couple of new seta have recently made their way to us for review directly from this manufacturer.

1/72nd Scale

Subject Navigation lights and gunsights

Scale: 1/72nd Product No.: 7031 Type: Detail Set Designed for: IVA

Parts: Resin 80, Etched Brass 20

Price: £4.95

includes: Four sets of cast resin lights that offer 20 each in clear, red, green and blue. Plus various styles of ring sights in etched brass

1/48th Scale

Subject D3A1 Val Model 11 Interior

Scale: 1/48th Product No.: 4056 Type: Detail Set

Designed for: Hasegawa kit

Parts: Rasin 17, Etched Brass 41, Vac-formed

Clear 1

Price: £9.65

Includes: Resin cockpit floor, sidewalls, seats, gun support frame, radio and bulkheads, plus



7031

etched instrument panel, seat harness, rudder pedals and control levers. The set also includes a replacement vac-formed canopy.

Subject: Navigation lights and gunsights

Scale: 1/48th Product No.: 4060

Type: Datail Sot Designed for: N/A

Parts: Resin 54, Etched Brass 20

Price: £4.95

Includes: This set is similar to the 1/72nd scale example reviewed alsowhere, although the style



and number of clear resin lights is different in this scale.

Conclusion

As always, CMK have come up with another excellent interior update set, plus they have also produced some extremely useful sets of lights in both popular scales.

Our thanks to CMK for the review samples.



The contents of 4056



4060

Cutting Edge

A new batch of resin accessories and updates, all in 1/32nd scale, have been passed to us for review by this manufacturer.

1/32nd Scale

Subject: Fw 190A-6 Cockpit

Scale: 1/32nd

Product No : CEC32031

Type: Detail Set

Designed for: Hasegawa kit. Parts: Resin 23, Acetate 2

Price: \$24.95

Includes: Instrument panels with acetate film, cockpit tub, rudder pedals, seat, rollover bar, head armour, throttle lever, canopy handwheel, rear canopy decking, gunsight and replacement cannon bulges.

Subject: Fw 1900-9 Cockpit

Scale: 1/32nd Product No.: CEC3203

Type: Detail Set

Designed for: Hasegawa kit Parts: Resin 23, Acetata 2

Price: \$24.95

includes; instrument panels with acetate film, cockpit tub, rudder pedals, seat, rollover bar,



CEC32031 (Hasegawa)

head armour, throttle lever, canopy handwheel, rear canopy decking, gunsight and replacement cannon bulges.

Subject: AIM-9D/G/H Sidewinders

Scale: 1/32nd

Product No.: CEC32037

Type: Accessory Designed for: N/A

Parts: Resin 43

Price: \$14.95

Includes: Four complete AIM-9D, 6 or H missiles plus a resin '[lg' to assemble their

associated fins correctly.

Subject: AIM-9L/M/S Sidewinders

Scale: 1/32nd



CEC3203 (Hasegawa)



CEC32038

Product No.: CEC32038

Type: Accessory

Designed for: N/A

Parts: Resin 43

Price: \$14.95



CEC32037

includes: Four complete AIM-9L, M or S missiles plus a resin 'jg' to assemble their associated fins correctly.

Conclusion

Each of these sets is beautifully cast in Cutting Edge's 'strong' dark grey resin. The Fw 190D-9 set will be extremely useful, as the base kit has only recently been reissued by Hasegawa.

Our thanks to Cutting Edge (Meteor Productions) for the review samples.

Airwaves

A number of new products from this range have been passed to us for review by ED Models.

1/72nd Scale

Subject: Airfield Runway/Taxiway Lights

Scale: 1/72nd

Product No.: AC72-208

Type. Accessory

Designed for N/A

Parts: Etched Brass 48

Price: £4.99

Includes: The modern style of taxiway lights seen on many airfields. Modellers will have to add some 'glazing' to each for a more realistic look.



AC72-208

Subject: Douglas TBD Devastator

Scale: 1/72nd

Product No.: AC72-209

Type: Accessory

Designed for: Airlix lut

Parts: Etched Brass 29

Prica: £5.99

includes: Cockpit Interior and gurner's station, instrument panel, rollover brace, seats, harness and Wing fold. Subject: Douglas Skyraidar Wing Fold

Scale: 1/72nd

Product No.: AC72-210

Type: Accessory

Designed for: Hasegawa kit.

Parts: Elched Brass 24

Price: £4,99

Includes: Wing fold mechanism plus fuselage access doors for the AD-4N and AD-40

1/48th Scale

Subject: Hurricane Arrndured Radiator

Scale: 1/48th

Product No.: SC48-028

Type: Accessory

Designed for: Hasegawa kit



AC72-209 (Airlix)

Parts: Resin 1

Price: £2,99

Includes; A replacement armoured radiator suitable for the Mk IV Hurricane.

Subject: Typhoon Drop Tanks.

Scale: 1/48th

Product No.: 5C48-D35

Type: Accessory

Designed for: Hasegawa kit

Parts: Resin 2 Price: £3.99

Includes: Two ferry tanks moulded with their racks

Scale Aviation Modeller Intercentaginal - August 2000

Subject: Remove Before Flight Tags

Scale: 1/48th

Product No.: SC48-040

Type: Accessory

Designed for: Hasegawa kit

Parts: Paper

Price: £2.25

Includes: A large sheet of paper RBF tags in three styles, offering 29 of each style.

Subject: RAF Tornado GR.4

Scale: 1/48th

Product No.: SC48-072

Type: Conversion

Designed for: Italeri kit

Parts: Resin 1, Etched Brass 27

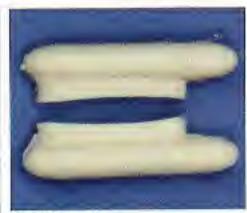
Price: \$5.99
Includes: Completely new front and rear cockpit, instrument panels plus the pilot's throttle block and two spine aerials in etched briss, plus the FLIP pod in resin.



AC72-210 (Hissegawa)



SC48-028 (Hasegawa)



SC48-035 (Hasegawa)



5048-040



S048-072 (Italuri)

Conclusion

Some very useful accessories along with a couple of effective conversion sets from Airwaves. The quality of the casting and etched brass is very good and they can be recommended to all.

Our thanks to ED Models for the review samples.

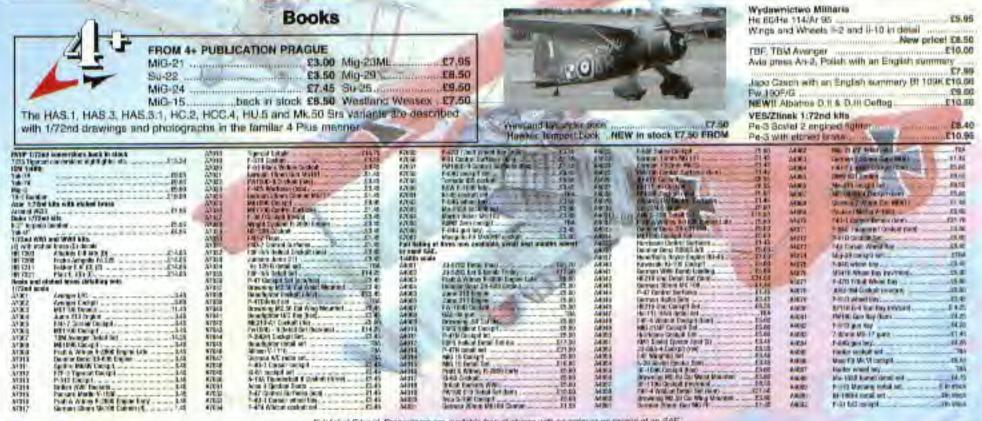


LSA Models



(incorporating FOUR PLUS UK)

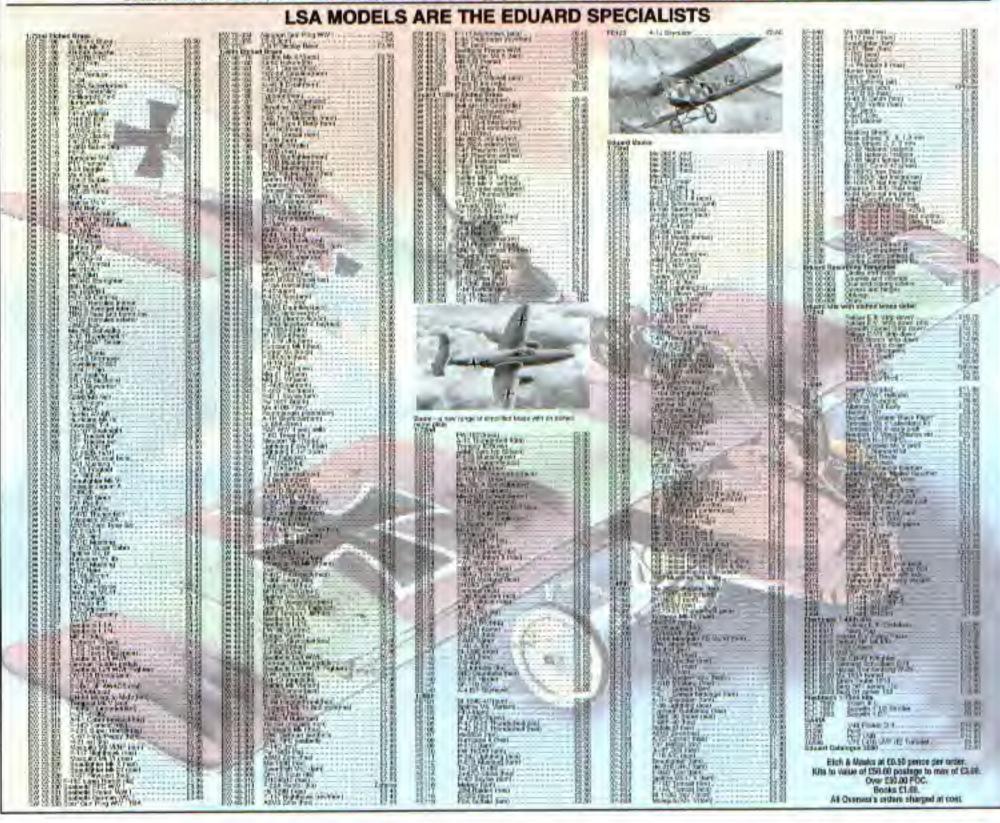
All Trade and Retail inquiries to: 151 Sackville Road, Hove, East Sussex BN3 3HD Tel/Fax UK 0044 (0) 1273 705420 • Mobile 0973 551470 • E-mail Isamodels@mcmail.com



Full hat at Edward. Propagation are evaluable time of charge with an order or an incorpi at an SAE.

MISCELLANEOUS

Stainless Steel Wire 5.6 thou (1/4 mon at 1,48th scale) ideal for aertials and rigging biplanes. Tube of 50 x 18 inches £2.25 plus 50p PAP for any number of tubes.



All Oversea's criters sharped at cost.

Pavla

Another new batch of resin accessories have been passed directly to us for review by this manufacturer.

1/72nd Scale

Subject: Hawker Hurricane

Scale: 1/72nd Product No.: 7211

Type: Detail Set

Designed for: Hasegawa kit

Parts: Resin 17 Price: £3.75

Includes: Rotol Mk I propeller, D.H/Hamilton two-pitch propeller (Mk I) and Rotol three-blade propeller (late Mk I & II), plus S cannon, 44 Imp Gal drop tanks and a tropical filter.



7211 (Hasegawa)

Subject: Spltfire Mk IX

Scale: 1/72nd

Product No.: 7211 (?) Type: Detail Set

Designed for: KP kit. Parts: Resin 12

Price: £3,30 Includes: Propeller and spinner, exhaust stacks, carburettor intake, radiators and separate

elevators.



7211[?] (KP)

Subject: Spillire Mk IX Upgrade

Scale: 1/72nd Product No.: 7212 Type: Detail Set

Designed for: Any Spitfire kit

Parts: Resin 16 Price: £3,30

Includes: Three styles of main wheel, two styles of slipper tank, access door, exhaust stacks and candon barrels.



7212

612

Subject: MiG-21PF and later Wheel Wells &

Wheels

Scale: 1/72nd Product No.: 7213

Type: Detail Set

Designed for: Blek kit.

Parts: Resin 10

Price: £2.75

Includes: Wheel well inserts plus replacement main wheels and undercarriage doors.



7213 (Bilek)

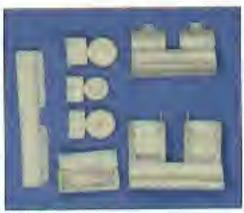
Subject: MiG-21F Wheel Wells & Wheels

Scale: 1/72nd Product No.: 7214 Type: Detail Set

Designed for: Bilek kit. Parts: Resin 10

Price: ETBA

Includes: Wheel well inserts plus replacement main wheels and undercarriage doors.



7214 (Bilek)

Subject: PSW R-2800

Scale: 1/72nd Product No.: 7216 Type: Accessory

Designed for: N/A

Price: £2.50

Includes: A single R-2800 suitable for the P-47M/N, F4U-4 and F6F-5.



7216

Subject: P&W R-2600-34

Scale: 1/72nd Product No.: 7217 Type: Accessory Designed for: N/A

Parts: Resin 2 Price: £2.50

Includes: A single R-2800 suitable for the

F7F-S, F8F-2 and G-46.



7217



7219

Subject: P&W R-2800-59

Scale: 1/72nd
Product No.: 7219
Type: Accessory
Designed for: N/A
Parts: Resin 2

Price: £2.50

Includes: A single R-2800 suitable for the P-47D and P-618.

Subject: L-29 Deltin Cockpit

Scale: 1/72nd Product No.: C72023 Type: Detail Set Designed for: KP kit

Parts: Resin B Price: ETBA

Includes: Cockpit tub, ejection seats, control columns, instrument panel and main wheels.



C72023 (ICP)

Price: STBA

Subject: MiG-21F-13 Cockpit

Scale: 1/72nd Product No.: 072026 Type: Detail Set Designed for: Bilek kit Parts: Resin 7

Includes: Cockpit tub, ejection seat, instrument panel, control column, sidewalls and armoured glass surround for canopy.



C72025 (Bilek)

Subject: MiG-21PF Cockpit

Scale: 1/72nd Product No.: 072027 Type: Detail Set

Designed for: Bilek kit

Parts: Resin 8

Price: £3.75

Includes: Cockpit tub, ejection seat, instrument panel, control column, sidewalls and armoured glass surround for canopy.



072027 (Bilek)

Subject: MiG-21PFM Cockpit

Scale: 1/72nd Product No.; C72028 Tene: Detail Set

Type: Detail Set Designed for: Blek kit

Parts: Resin 7 Price: £3.75

Includes: Cookpit tub, ejection seat, instrument panel, control column, sidewalls and instrument panel coaming.



C72028 (Bliek)

Subject: MiG-21UM Cockpit

Scale: 1/72nd Product No.: C72029 Type: Detail Set

Designed for: AModel & Aeroteam kit

Parts: Resin 12 Price: £3.75

Includes: Cockpit tub, ejection seats, instrument panele, control columns, sidewals and instrument panel coaming.



C72029 (AModel & Aeroteam)

Subject: MiG-21F Cockpit

Scale: 1/72nd Product No.: C72030

Type: Detail Set Designed for: Bilek kit

Parts: Rasin 8 Price: £TBA

Includes: Cackait tuo, ejection seat, instrument panel, control column, sidewalls and canopy armoured plass surround.

Prices: Place note that all temps prices quantity within the section and those supplied by the numbers and those swell to subject to convention, shipping and import to within the UK.

Subject: Pw 1900-9 Cockuit

Scale: 1/72nd Product No.: C72031 Type: Detail Set

Designed for: Academy kit

Parts: Resin 7 Price: £3.00

Includes: Cockpit tub, seat, control column, instrument panel and upper decking.



C72030 (Bilek)



C72031 (Academy)

Subject: Martin Baker

Mk 10L Ejection Seat Scale: 1/72nd

Product No.: \$72027

Type: Accessory Designed for: N/A Parts: Resin 1

Price: £1.50 Includes: Ejection-seat

with inculded harness.

detail suitable for the

572027 AMX, MB.339, Hawk and EAP.

Subject: Martin Baker Mk BLC Ejection Seat.

Scale: 1/72nd Product No.: \$72028

Type: Accessory Designed for: N/A Parts: Resin 1

Price: £1.50 Includes: Ejection

572028 seat with moulded

hamess detail suitable for the Tucano and JAS-39.

Subject: MiG-21PF Carropy

Scale: 1/72nd Product No.: C72031 Type: Detail Set Designed for: Blok kit.

Parts: Vac-formed Clear 1

Price: ETBA

Includes: Replacement single-piece canopy

Subject MiG-21PFM Canopy

Scale: 1/72nd Product No.: N/K Type: Detail Set Designed for: Bilak kit

Parts: Vac-formed Clear 1.

Price: STBA

Includes: Replacement single-piece canopy



C72031 (Bilek)



MB-21PFM (Bilek)



MiG-21F (Bliek)

Subject: MIG-21F Canopy

Scale: 1/72nd Product No.: N/K

Type: Detail Set Designed for: Bilek kit

Parts: Vac-formed Clear 1 Price: STBA

Includes: Replacement single-piece campy

Subject: MiG-21F-13 Canopy

Scale: 1/72nd Product No.: N/K Type: Detail Set

Designed for: Blick lot Parts: Vac-formed Clear 1

Price ETBA

Includes: Replacement single-piece canopy



M/G-21F-13 (Bilek)

Subject: MiG-21R Canopy

Scale: 1/72nd Product No.: N/K Type: Detail Set Designed for KP kit

Parts: Vac-formed Clear 1

Price: STBA

Includes: Heplacement single-piece canopy



MIG-21A (KP)

1/48th Scale

Subject: KS-3/4 Ejection Seat

Scale: 1/46th Product No.: S48013

Type: Accessory Designed for: N/A

Parts: Resin 1 Price: £1.50

Includes: Ejection seat with moulded harness detail suitable for the Su-7 and Su-9.



548013

Conclusion

All of these sets are well cast with good detail and should add that little extra bit of detail to any kit in which they are used.

Our thanks to Pavla for the review samples. UK stockist of this range is Hannants.

Linden Hill

This is a new name to us, and their first accessory has been passed directly to us for review.

1/48th Scale

Subject: MiG-15bis 'Korea Modification' Dive Brakes

Scale: 1/46th Product No.: LHR 48001

Type: Conversion Set

Designed for: Tamiya kit Parts: Resin 6

Price: STBA

Includes: The enlarged (0.6m²) air brakas seen fitted to many Korean War MiG-15bis" along with the corresponding interior and the hydraulic actuating rams.

Conclusion

This is a simple, yet effective conversion that will be easy to install. The resin parts are well cast with excellent detail and Linden Hill have packaged them in a strong cardboard box, so they should survive the rigours of the postal service,

Our thanks to Linden Hill Imports for the review sample,



LHR 48001

Correction Flightpath

Please note that the price quoted on page 523 of Vol 6 lass 7 (July 2000) for the F-4E/F/G Airtrame Set should read £42,90, not £19.90

Our applogies to all concerned for this madvertent error.

R.A. Franks

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Accessories

Eduard

This month sees a nice selection of sets in all three main scales.

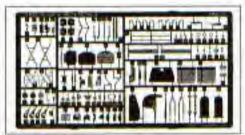
1/72nd Scale

Subject: D.H. Mosquito NF Mk II/FB Mk VI Scale: 1/72nd Product No.: 72-323 Type: Detail Set. Designed for: Tamiya kit

Parts: Etched Brass 112, Acetate 7

Price: £5,50

Includes: Throttle quadrant, electrical distribution box, map case, seat, harriess, bulkhead, instrument panel with acetate film, rudger pedals, access door, access ladder, radiator matrix, undergarriage bulkhead, mudguards, windscreen wipes aerial mast downward ident lamp surrounds, bomb fins and the Al radar anterma.



72-323 (Tamwa)

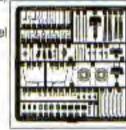
Subject: F-18F Super Homet

Scale: 1/72nd Product No.: 72-329 Type: Detail Set Designed for: Italeri Krt.

Parts: Etched Brass 106, Acetate 4

Price: £4.99

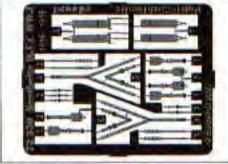
Includes: Seat harness, side consoles, HUD frame, instrument panel with acetate film. undercarriage door linkage, afterburner ring, formation light strips and various external arrienna.



72-329 (Italeri)

Subject: Seat Belts RFC WWI Scale: 1/72nd Product No.: 72-330 Type: Accessory Designed for N/A Parts: Etched Brass 22 Price: £3.99

Includes: Various styles of lap and full harness suitable for early (1914-16) machines as well as those for the B.E.2, D.H.2, S.E.5a, Camel, Triplane and Pup.



72-330

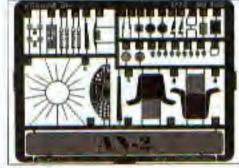
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Subject: An-2

Scale: 1/72nd Product No.: SS132 Type: Detail Set Designed for: Haleri kit Paris: Etched Brass 43, Acetate 1

Price: £1.99

includes: Instrument panel with acetate film. seats, harness, rudder pedats, nil cooler screens, towing eyelets, engine ignition harness and various panels and grab handles for the exterior of the airframe.



SS132 (Italeri)

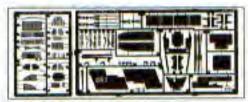
1/48th Scale

Subject: Focke Wulf To 154A

Scale: 1/48th Product No.: 46-300

Type: Detail Set.

Designed for: Revell-Monogram & Hasegawa kit Parts: Etched Brass 87, Acetate Price: £7.99 Includes: Rudder pedals, side consoles, seat harness, instrument panel with acetale film. canopy sills, nose oleo compression links and doors, main undercarriage doors, exhaust damper end plates and radio mast.



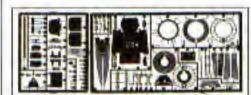
48-300 (Revell-Monogram & Hasegavia)

Subject: Focke Wulf Fw 1900-9

Scale: 1/48th Product No.: 48-305 Type: Detail Set Designed for: Italeri kit

Parts: Etched Brass 84, Acetate 3 Price: £7.99

Includes: Side consoles, rudder pedals, instrument panel with acetate film, seat, harness, sidewalls, upper decking, head armour, bomb fins, drop tank strap, radiator matrix, oleo compression links, undercarriage bay ribs, tall wheel yoke access step, DF loop and radio antenna.



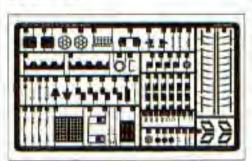
48-305 (Italen)

and rocket fins.

Subject: F-84G Thunderjet

Scale: 1/48th Product No.: 48-316

Type: Detail Set Designed for: Revelloo kit. Parts: Etched Brass 82, Acetate 1 Price £6,50 Includes: Instrument panel with abétate film. seat harness, rear view mirror, airbrake, flap linkage, nose wheel hub, towing eyelets, bamb



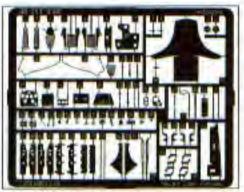
49-316 (HevelVIII)

Subject: Grumman F3F

Scale: 1/48th Product No.: 48-317

Type: Datail Set

Designed for: Accurate Miniatures kit. Parts: Etched Brass 66, Acetate 4 Price: £4.99 Includes: Instrument panel with acetate film, sidewall and cockpit floor details, seat, harness, rudder pedals, bomb racks and replacement bornt fins.



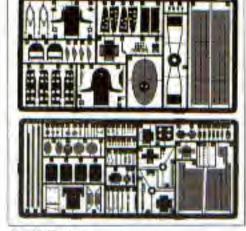
48-317 (Accurate Miniatures)

Subject: Beaufighter Mk X

Scale: 1/48th Product No.: 48-919

Type: Detail Set Designed for: Tamiya kit.

Parts: Etched Brass 141, Acetate 3 Price: £7.99 Includes: Instrument panel, seat, horness, side console levers, bulkhead doors, observer's seat and frame, fuselage framework, various electrical units, carburettor intake screens, engine cowl supports, bomb fins, undercarriage door details, torpedo fin and propeller, VGD ring sight, trim tab actuating horn, serial mast and camera port.



46-319 (Turniya)

Subject: MiG-3

Scale: 1/48th Product No.: 48-322

Type: Detail Set Designed for: ICM kit

Parts: Etuhed Brass 67, Acetate 2 Price: £4.99 includes: instrument panel with acetate film,

cackpit floor, control column details, seat. harness, undercarriage

also compression links, sidewall details, radiator matrix and undercarriage door



48-322 (ICM)

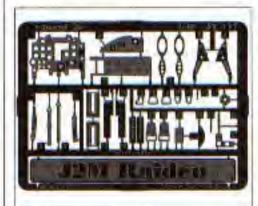
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linkage.

Subject: Mitsubishi J2M Raiden

Scale: 1/48th Product No.: FE117

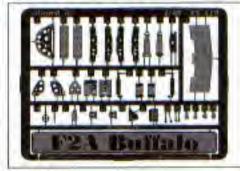
Type: Detail Set Designed for: Hasegawa kit. Parts: Etched Brass 32, Acetate 2 Price: E2.75 includes: Instrument panel with acctate film. rudder pedals, soat harness, rollover frame, tailwheel details, undercarriage door links and canopy grab handles.



FE117 (Hasegawa)

Subject: Brewster F2A Buffalo Scale: 1/48th Product No.: FE119 Type: Detail Set Designed for: Tamiya kit Parts: Etched Brass 36, Acetate 6 Price: £2.75 Includes: Instrument panel with acetate film,

rudder pedals, seat harness, bomb rack and ring



FE119 (Tamiya)

and bead sight.

1/32nd Scale

Subject: Fi 156 Storch

Scale: 1/32nd Product No.: 32-044

Type: Detail Set Designed for: Hasegawa kit Parts: Etched Brass 149, Acetate 3 Price: £7.99 includes; instrument panel with acetate film, seat harness, seat support frame, sidewall details, fuel contents gauge, oil cooler screens, machine gun and mounting ring details, end for ammo drums, tie-down eyelets and interior details for the access door.



32-044 (Hasegawa)

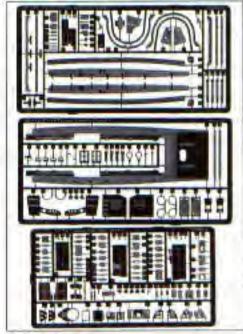
Subject: F-14A Torrical Interior

Scale: 1/32nd Product No.: 32-045

Type: Detail Set Designed for: Tarriya kit Parts: Etched Brass 179, Acetate 10 Price: £9.50

Includes: Ejection seat firing handles, seat harness, instrument panels with acetate film: rudder pedale, side consoles, canopy sills, canopy interior framework with rear view mirrors.

and windscreen framework.



32-045 (Tamiya)

Conclusion

Another excellent batch of detail sets from Eduard. Just about every subject and era are covered, so there should be something for everyone.

Our thanks to Eduard M.A. for the review samples. UK stockists of the range include LSA Models and Hannants.

Aires

The latest batch of accessories and detail sets from this manufacturer has made its way directly to us for review.

1/72nd Scale

Subject Junkers JUMO 211

Scale: 1/72nd Product No.: 7033

Type: Accessory Designed for: N/A

Parts: Resin 10 Price: £3.50

Includes: Complete resin JUMO 211 engine with extraust stacks.



7033 (Junkers JUMO 211)

Subject: Pratt & Whitney R-1830 Late Version Scale: 1/72nd Product No.: 7060

Type: Accessory Designed for N/A

Parts: Resin 57, Etched Brass 6 Price: ETBA includes: Complete R-1830 engine with separate cylinders, ancillary equipment and induction pipes in resin and ignition harness in etched brass



7060 (Pratt & Whitney R-1830 Late Version)

Subject: F-84G Thunderjet Gun Bay Scale: 1/72nd Product No.: 7062

Type: Detail Set Designed for: Tarriya kit.

Parts: Resin 14 Price: £3,50

includes: Bay insert with separate gun breeches, ammo tracks and barrels.



7062 (Tarniya)

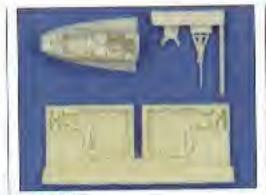
Subject: F-84G Trunderiet Wheel Bay

Scale: 1/72nd Product No.: 7066

Type: Detail Set. Designed for: Tarriya Kit.

Parts Resin 5 Price £3.50

Includes: Inserts for the main wheel wells, along with a similar one for the nose wheel and replacement linkage



7056 (Tarniya)



7067 (Turniya)

Subject: D.H. Masquita NF Mk IVFB Mk VI Cockpit

Scale: 1/72nd Product No.: 7067

Type: Detail Set Designed for: Tarniya kit.

Parts: Resin 17, Etched Brass 27, Acetate 2

Price: £5.75

includes: Sidewalls, seat, rear bulkhead, radios, access door, control column, instrument panel/buildread and floor in resin, with the rudder pedals, saat harness, access ladder, instrument panel lascia with acetate film, from wheel and canopy details in etched brass. The set also offers alternative radar equipment for the NF Mk II version.

1/48th Scale

Subject: D.H. Mosquito NF Mk IVFB Mk VI Cockpit

Scale: 1/48th Product No.: 4066

Type: Detail Set Designed for: Tarniya ldt

Parts: Resin 18, Etched Brass 28, Acetate 2

Price: £8.50

Includes: Sidewalls, seat, rear buildhead, radios, access door, control column, instrument. pane/bulkhead and floor in resin, with the rudder pedals, seat harress, access tadder, instrument panel fascia with acetate film, trim wheel and camppy details in etched brass. The set also offers alternative radar equipment for the NF Mk fl version.



4086 (Tamiya)

Subject: Messerschmitt Me 1638-1a

Scale: 1/48th Product No.: 4088

Type: Detail Set

Designed for: Trimaster, Dragon & Revell® kits

Parts: Resin 15, Etched Brass 21, Acetate 3

Price: £8.50

Includes: Cocioit tub, seat, harness, instrument panel with acetate film, gunsight, control column, rudder pedais, trim wheel, exposed dorsal fuel tank and wing MK 108 cannon.



4088 (Trimaster, Dragon & Revellin)



4089 (Tarniya)

Subject N.A. P-51D Mustang

Scale: 1/48th Product No.: 4089

Type: Detail Set Designed for: Tarriya kit Parts: Resin 9, Etched Brass 13, Acetale 2

Price: £22,25

Includes: Instrument panel with etched fascia and acetate film, rear buildhead, seat, seat cushion, harness, control levers, gunsight and the entire cockpit tub and sidewals.

Subject: Messerschmitt Bf 109E-4

Scale: 1/48th Product No.: 4090

Type: Datail Set Designed for: Tamiya kit. Parts: Resin 58, Etched Brass 44, Acetale 4

Price: STBA

Includes: A complete DE 601N engine with ancillary equipment, engine bearers and exhaust stacks along with a new set of engine cowlings. machine guns cockpit interior, sidewalls, seat and the rear fuselage radio bay all in resin, plus the instrument panel with acetate film, seat harness. trim wheels and various fitments from the radio bay in etched brass.



4090 (Tamiya)



4092 (Tamiya)

Subject. N.A. P-518 Mustang Cockpt.

Scale: 1/48th Product No.: 4092

Type: Detail Set Designed for: Tamiya kt. Parts: Resin 82, Etched Brass 32, Acetate 1

Price: £5.75

Includes: Instrument panel fascia, cockpit tub. sidewalls, seat, rear buildhead, wheel well insert, undercarriage doors, wing gun access covers, wing guns and ammo boxes, Packard Merlin engine complete with ancillary equipment and engine bearers and a full set of replacement cowlings all in resin, plus the instrument panel with acetate film, seat harness, rudder pedals and machine gun prooches in etched brass.

Subject: H.J. Marselle - his 50th shoot down

Scale: 1/48th

Product No.: F4001

Type: Figure

Designed for: N/A

Parts: Resn 15 Price: STBA

Includes: H.J. Marseille and a ground crawman depicted painting a kill (50th) on the rudder of Marseiles arcraft. Note that each figure is made up of seven or eight parts,

but there are no instructions with this product, so con't get the feet or heads muddled up!





Components of F4001

Subject Russian Aces Scale: 1/48th

Product No.: F4002

Type: Figure Designed for: N/A

Parts: Resn 15

Price: £TBA

Includes: This set depicts two Russian pilots, one in

full flying gear depicting his latest kill while the other

looks on. Once again these multi-part figures come with no assembly

F4002

Components of

Instructions.

1/32nd Scale Subject: German WWI fighter JG53 1941

Scale: 1/32nd

Product No.: F2001 Type: Figure

Designed for: N/A Parts: Resin 5 Price: £TBA

Includes: A single

Conclusion

Luftwaffe pliot figure standing in full flying clothes with his nands behind his back.



F2001

These are all excellent

products from Aires, the quality of the casting and level of

detail being some of the best around. The

F2001

lack of assembly or painting instructions in the figure sets is a bit of a nuisance, but overall that should not prove too difficult to overcome. Highly recommended to all experienced modellers out there.

Our thanks to Aires for the review samples. UK stockists of the range include Hannants and LSA Modela.







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Blue Max

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1/48 F-111 AVQ26 Pave Tac Pod	F SE II - Top Gun
(the above list for the Academy kits)	F 89C - this kit was never released before . £19.99
1772 US NAVY UFR pod	B 25.J - yes, glozed cone and only £14.99
L/48 US NAVY IFR pod£2.95	to sold - Lotel Married rather appropriately a contract and sold





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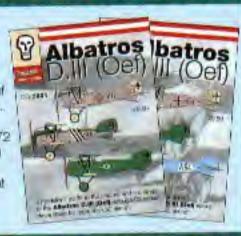
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Modelling Products

Eduard

Express Mask

A new batch of die-cut adhesive masks in this series has been passed directly to us for review by the manufacturer.

1/72nd Scale

XS051 - H-21 Flying Banana (Italeri/Revell®)

XS052 - TBM/TBF Avenger (Hasegawa)

XS055 - Heinkel He 111 (Italeri)

XS056 - F4F Wildcat (Hasegawa)



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XS059 - Macchi C.202 Folgore (Hasegawa) XS060 - McDD AV-8B Harrier (Italeri)

Each set, with the exception of XF526, offers

masks for all glazings as well as wheel hubs. Any of the masks in this series can be

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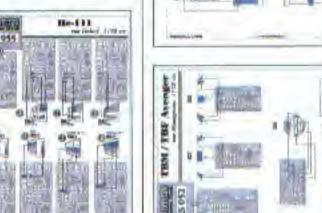
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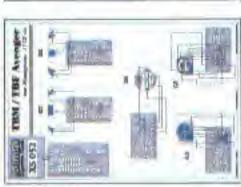
XF033 - Heinkel He 219 (Tamiya) XF526 - P-51 Mustang National Insignia

1/48th Scale

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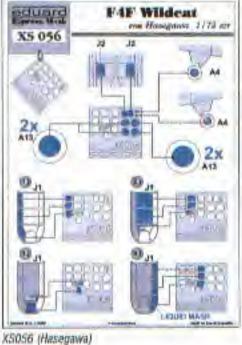




eduard TBM / TBF Avenger

X5 052

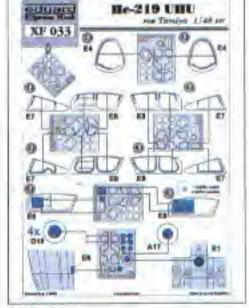




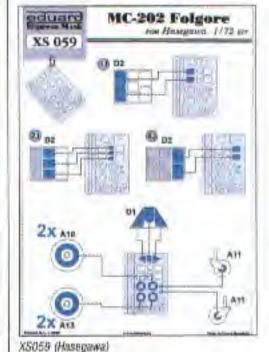




XSD51 (Italeri/Revel/®)



XF033 (Tamiya)



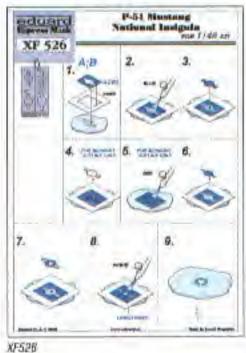
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XS055 (Italeri)

oduard

XS 060

XS060 (Italieri)



Mister Kit

Luftwaffe Colours

The subject of WWII Luftwaffe colours is one which is still hotly debated, and there are already a number of 'authentic' colour ranges on the market. However, after extensive research, Mister Kit has just launched a series of acrylic colours covering all Laftwaffe colours from the 1935-1945 period.

The first batch of thirteen arrived with us for review and they are;

MKLW-00 Scale Tone MKLW-01 RLM 82 Dunkelgrun MKLW-02 REM 81 Braunviolett MKLW-03 RLM 76 Lichtchblan MKLW-04 RLM 84 Graublau MKLW-05 RLM 75 Mittelgrau MKLW-06 RLM 74 Graugreen MKLW-07 RLM 04 Gelb MKLW-08 RLM 25 Hellgruen MKLW-09 RLM 02 Grau



MKLW-10 RLM 63 Gruengrau MKIW-11 RLM 65 (1938 version) MKLW-12 RLM 65 (1941 version)

The 'Scale Tone' is a mixing element you add at set ratios depending on the scale of model the colour is being applied to.

Each colour is easy to use and covers well, and can be highly recommended to all



Luftwaffe fans. Our thanks to Mister Kit for the review samples.

The new range of Luthwaffe colours from Mister Kit



Scale Avienn Modelle: International - August 2005

BlackMagic™

Just a single new item in this series this month, a sample of which has been passed directly to us for review by the manufacturer Cutting Edge (Meteor Productions).

1/48th Scale

CEBM48428 - Alpha Jet Canopy/Wheel Hub (Esci) (\$4,99)

Any of the masks in this series can be obtained directly from the manufacturer, or, in the UK, modellers can obtain them from Hannants.

Our thanks to Meteor Productions for the review sample.



CEBM4842R (Excl)

619



We give you more options...

New Releases for July

48-498 F-16A/B Fighting Falcons

- 1: A/C #107 of the "First Jet Sgn" after the 82 war. It is one of the first four F-16s that came to Israel in 1980
- 2 A/C #008 of the 'First Jet Sqn' momed 'Hets" (arrow). This F-16B is also one of the first lour F-16s to entire at the IAF.
- A/C #249 of the "Knights of the North" sqn. Some of the F155 that attacked the trace nuclear reactor in 1981 came from this sign.
- 4: A/C #219 of the "Knights of the North" son after the 62 war.
- 5: A/C #290 of the "Negev" son This is the southern most F16 sqn.
- 6: A/C #015 of the "Knights of the North" squ
- 7: A/C W112 of the "Negey" sqn. This is the first F16 to ever shoot down an
- enemy A/C:

 B: A/C #010 of the "Golden Eagle" sqn.

 This is one of the faw F166s that came in the first "Peace Marble" project.

- 9: A/G #111 from the "Golden Eagle"
- 10. Between Aug 94 and Jan 95, the IAF got 50 ex USAF F-16a from types A and B. A/C #752 is one of the first to arrive at this sqn.

45-407 Israeli Barak

48-499 Pacific Lightnings Pt I

- 1: P-381-5, 44-25432 "Florida Cracke" 432nd FS. Hown by Jue Forster.
- P-38G-15, 43-2386, 80th FS, flown by Lt John L Jones.
- P-SBJ, "Moose", flown by Major Donald Gampboli.



48-499 Pacific Lightnings

Pacific Lightnings Part I



See us in Dallas, Texas
IPMS/USA
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The Finishing Jouch

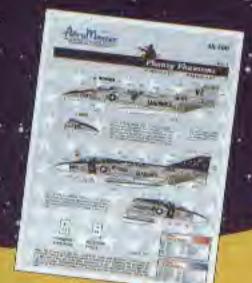
This Tamiya R51D has been finished using AMD sheet No. 48-226 by Simon Medistead of the // scale group



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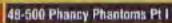
Overseas \$10,00



48-500 Phancy Phantonis



48-501 Murderous Marauders



- 1: A/C 1 * F-4B, Bu153064 VMFA-115 Marine Air Group 15.
- 2: A/C 2 * F-4S, Bu 153904 VMFA-321

48-501 Murderous Marauders Pt III

- 1: A/C 1 B-268-45 (lew with 575th Bs/391st BG during 1944.
- 2" A/C 2 A veteran of over 75 missions with the 495th BS, 344th BG.

Phancy Phantoms

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- attcking German armoured transport columns in the vicinity of Boallion:
- 4: K7578 105 *F of 105 sqn. Harwell. England, 1958.
- 5: L5360 RH G of 88 sqn. Fontenay-le-Comte, France, June 1940, Previously, abandoned and patched up with from branches and fabric.
- 8: K9176 G of 266 son, Harwell_ England, 1939.



- 1: F/A-180, BuNo 164245, W01 of VFMA (AW)-255 'Vikings' NAS El Centro.
- 2: F/A-18C BuNo 163719, #200 of VFA-115 'Eagles' NAS Lemgore.



72-175 Tuskegee Airmen

- 1. P-51C "INA The Macon Beile" 302nd FS, 932nd FG.
- 2 P-51D 'Bunnie' 44-15559 100th FS, 332nd FG.
- 3: P-510 "Miss Pell" 100th FS, 332nd
- 4 P-510 "Little Freddle" 302nd FS. 332nd FG.
- 5: P-51B/C "Topper III" 99th FS, 332nd



48-495

48-487 F-16 Israeli Barak



40-495 Fairey Battle 1938-40

- 1: K9264 PM L of 103 sqn, near Junglingter, Luxembourg, May 1940. Shot down on the opening day of the invasion of France Whilst low-level pombing
- 2: P2232 PH+F of 12 son, Vroenhoven. Belgium, May 1940. Led W Flight in one of the series of attacks against the Maastricht and Albert Canal Bridges
- 3: K9353 HA+J of 218 sqn. Bouillon, France: May 1940, Shot down whitst

"I have been delighted time and again with Aeromaster's depictions of aircraft flown by such Luftwaffe greats as Mayer. Seiler. Glunz. Jesau. etc. J particularly appland you offering a 109 and 190 flown by Joni' Hackl, who may have been Germany's greatest ace during the final year of the war ...

Charles C. Fores, Nebraska, U.S.



48-495 Fairey Battle 1938-40



48-486 Stinging Homets



72-175 Tuskegee Airmen

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News

Custom Aeronautical Miniatures 1/48th Scale

48-A002 Modern US Navy High Visibility Insignia.

(\$8.00)48-A004 Stencil Letters/Numbers - Black (\$5.00)

48-AD05 Stencil Letters/Numbers - Grey (\$5,00)

48-S002 Stripes - White (\$4.00) 48-S005 Stripes - Blue (\$4.00)

1/32nd Sale

32-A002 Modern US Navy High Visibility Insignia

32-5001 Stripes - Black (\$8.00) 32-S002 Stripes - Red (\$5.00)

Pegasus

1/72nd Sale

PEGD7216 Light Wood Grain Effect (£4.99) PEGD7217 Dark Wood Grain Effect (£4.99)

Eagle Strike

1/72nd Scale

72014 Defenders of the Fatherland (5x Br 109)

(E5:00) 72019 Pharnoms Phorever Pt.1 [3x F-4] (ETBA) 72020 Phantoms Phorever Pt.2 [3x F-4] (£6.25)

45001 Phantoms Phorever Pt.1 [3x F-4] (£7.50) 45004 Phantoms Phorever Pt.2 [3x F-4] (£7.50)

32017 Me 262 Sturmbrds [3x Me 262A] (£5.00) 32016 Mitsubishi Zero [3x A6M5] (£5.00) 32019 Freso Collection MIG-17 Part 1 [4x MIG-17]

Third Group

1/48th Scale

48-047 Lockheed P-38 Lightning [3x P-38] (£4.95) 48-052 Junkers Ju 88G-6 (4x Ju 88) (£4.95) 48-054 Junkers Ju 552/3m [2 Ju 52] (£4.95) 48-055 Junkers Ju 52/3m [2 Ju 52] (£4.95) 48-056 Mistel 2 & S2 #1 [3x Mistel] (£4.95) Samples via: The Aviation Hobby Shop

AeroMaster

1/48th Scale

48-486 Stinging Homets Pt.VII [2x F-18] (ETBA) 48-490 Storms in the Sky Pt. XI (3x Typhoon & 1x Tempest (ETBA)

48-491 Storms in the Sky Pt. XII (2x Typhoon & 2x iempestj (ETBA)

48-493 Last of the Breed [4x Bf 109] (£TBA) 48-494 Last of the Broad [4x Bt 109K-4] (ETBA) 48-495 Pairey Battle 1939-1940 [6x Battle] {£TBA} 48-495 Bitzkrieg on Poland Pt.I [5x Bt 109] {£TBA} 48-497 Bitzkrieg on Poland Pt.II (5x 8t 109)

1/32nd Scale

32-005 Korean War MiG Aces Pt.I [4x MiG-15bis]

32-006 Korean War MiG Aces Pt.II [3x MiG-15bis] (STBA)

Note. All of the terms listed have recently bean released and are here for our readers' information. Full reviews of each may appear in a future edition.



The decal sheet from YHD48-16

Albatros Modelworks

A new sheet of decals for the Lancaster has just been produced by this manufacturer and a sample has been passed directly to us for review.

1/48th Scale

ALC-48003 'Sexy Lancs'

*1. B Mk I, P8817/G, IQ*Q, No. 150 Squadron, Hernswell.

B Mk 1, B-033, Argentinian Air Force.

 B Mk X, KB864, NA+5, 'Sugar's Blues', No. 428 (Ghost) Squadron, RCAF, Middleton St. George, June 1945.

•4. B Mk I, LL804, BH•F, No. 300 (Mazovian)

Squadron, Faldingworth. +5. B Mk I, NG374, QB+P, No. 424 (City of Hamilton) Squadron, RCAF, RAF Skipton-on-Swale.

The sheet includes all the national insignia for one complete aircraft along with one set of stencils.

This sheet is also available in 1772nd scale as ALC-72003, UK modellers can obtain examples from Hannants at £12,50,

Our thanks to Albatros Modelworks for the review sample.



Three of the options affered on ALC-48002

Yellowhammer Models

A number of new sheets in this range have been passed to us for review by Meteor Productions, who are their worldwide distributors.

1/72nd Scale YHD72-02 F-4J

+1, F-4J, 155800, VF-96, USS Constellation. flown by Lt Randy Canningham and Lt (ig) Willie Driscoll on the 10th May 1972.

1/48th Scale

YHD48-16

 F-4J, 153823, VF-84 Jolly Rogers, USS Roosevelt. Price: £6.65

YHD48-17 F-4J

*L.F-4J, 153879, VFMA-235 'Death Angels', MCA5 Kanchoe Bay, Hawaii.

Price: £6,65

1. F-41, VF-194 'Ferris Scheme' as applied to this group's aircraft for the 1976-78 period. ·2. F-4), 153783, VX-4 'Evaluators' in the famous overall black 'Black Bunny' scheme. Price: £6.65

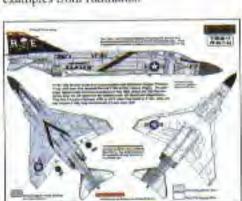
1/32nd Scale

YHD32-07 F-4J

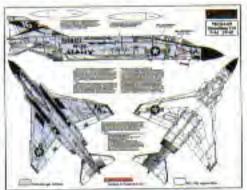
 F-41, 155800, VF-96, USS Constellation, flown by Lt Randy Cunningham and Lt (jg) Willie Driscoll on the 10th May 1972. Price: £9.99

Each sheet offers all the unique markings for each option plus national insignia and a selection of stencils,

Our thanks to Meteor Productions for the review samples. UK modellers can obtain examples from Hannants.



The applica on YHD48-16



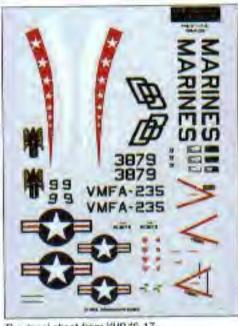
The appear on YHD72-02



The decai sheet from YHD72-02



The option on YHDA8-17



Prizes: Place rate that all toroign orices, guided within this section are Turan supplied by the manufacturer and therefore wifi be subject to conversion, stopping and impart tax within the UK.

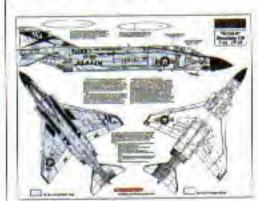
The decal sheet from YHD48-17



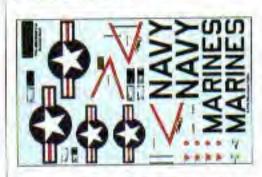
The options on YHD48-TB



The decal sheet from YHD48-18



The politions on YHD32-07





YHD32-07

Techmod

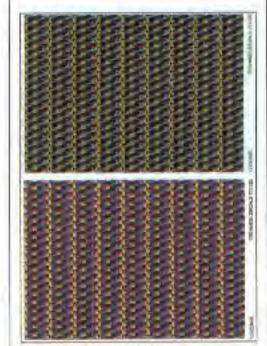
A new sheet of decals from this manufacturer has been passed to us for review.

1/72nd Scale 72113 WWI Lozengo

This pack offers two sheets of decals; one depicting five-colour lozenge for the opper surface, and the other with five-colour lozenge for the lower. Nine 120mm x 20mm strips make up each sheet, although these strips are not supplied separately.

The printing and colour density on each sheet is very good, and I am sure that these will come in handy for a number of modellers, considering the growing number of mainstream kits of WWI German aircraft available.

Our thanks to Choroszy Model for the review sample.



The two decal sheet in 72113D

Fantasy Printshop

Just a single new sheet from Fantasy Printshop this month, although the subject matter will be of interest to many.

1/48th Scale FP828 Swastikas

This sheet offers awastikas in 250, 300, 350, 400, 480 and 600mm sizes. There are a total of 174 images on this sheet, although quite a few of these are for two-part application.

This sheet retails for £4,95 directly from the manufacturer. Our thanks to Fantasy Printshop for the review sample.

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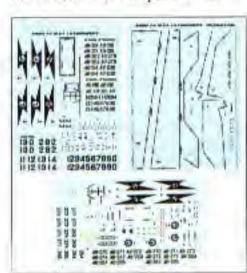
FPR28 Swasnikas

Aussie Decals

They have been quiet for a while, but here are the latest couple of sheets from this Australian manufacturer.

1/48th Scale A48020 F-111

- I. F-111C, A8-130, No. 1 Squadron, Amberley AB, 1997.
- ·2, F-111G, A8-282, No. 6 Squadron, 1997.



The three sheets in #48020



The update sheet offered in 48021

This sheet is also available in 1/72nd scale as A72028

48021 F/A-18 Hornet

•1. P/A-18, A21-29, No. 75 Squadron, 1995. This sheet just offers the unique tail markings for this machine and you will need A72013 (1/72nd), A48010 (1/48th) or 32002 (1/32nd) for the remainder of the markings. This sheet is also available in 1/72nd scale as A72029 & 1/32nd scale as A32005.

A48022 F-111

- F-111C, A8-125, Z5th Anniversary Scheme,
 No. I Squadrou, Amberley AB, 1998
- F-111G, A8-272, 'Boneyard Wrangler', No. 6 Squadron, Amberley AB, 1997.
 Note that this sheet only offers tail art for the

Note that this sheet only offers tail art for the options and A48020 or A72028 will be required to make up the full markings.

This sheet is also available in 1/72nd scale as A72051.

Our thanks to Aussie Decals for the review samples. UK modellers can obtain examples from Hannauts.



The decal sheets from A48022

EagleCals

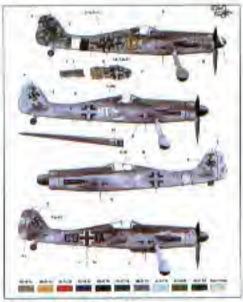
A couple of new high quality decal sheets have been passed directly to us for review by this manufacturer.

1/48th Scale EC#19 Fw 1900-11, 12 & 13

- Fw 190D-13/R11, Yellow 10', W/Nr.
 836017, Stab 1G26, Flensburg, Germany, May 1945.
- •2. Fw 190D-11, '<81', W/Nr. 220014, Verbandsführerschule GdJ, Bad Wörishofen, May 1945.
- +3. Fw 190D-12, CS+1A, W/Nr. 350165, May 1945.
- Fw 190D-11, '<<', W/Nr. 220009, Verbandaführerschule GdJ, Bad Worishofen, May 1945.

EC#20 VF-17 the Jolly Rogers

- F4U-1A 'White 1', 'Big Hog', flown by Lt Cdr Tom Blackburn, Ondongo, New Georgia, November 1943.
- +2. F4U-1A, 'White 17', flown by Lt Cdr

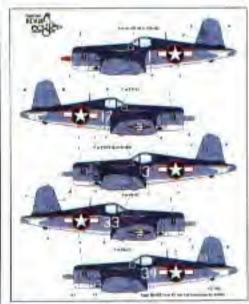


The four options on EC#19

- Roger Hedrick, Ondongo, New Georgia, November 1943.
- •3, F4U-1A, 'White 3', flown by Lt (jg) E. James 'Big Jim' Streig, Ondongo, New Georgia, November 1943.
- F4U-1A, 'White 33', flown by Lt M.W. 'Butch' Davenport, Ondongo, New Georgia, November 1943.
- F4U-1A, White 34', flown by Lt (jg) Doris 'Chico' Freeman, Ondongo, New Georgia, November 1943.
- This sheet is also available in 1/72nd scale.

Each sheet comes with all the unique markings for each option along with a selection of national insignia and stencils. The instructions, as always, are extensive with lots of information to ensure you get all the colour and markings correct. Note that sheet EC#20 is a special that includes a number of excellent period photographs of the aircraft depicted in decal form. Each sheet retails for £7,99 in the UK.

Our thanks to Eagle Editions for the review samples.



The five options on EC#20

RAFDEC

A couple of new RAF related sheets in 1/72nd scale have just been produced by this manufacturer, and samples have been passed directly to us for review.

1/72nd Scale RF7205 RAF 1940-1947

- Spitfire Mk I, P9323, ZD-F, No. 222 (Natal) Squadron, RAF Hornchurch, June 1940.
- Hurricane Mk I, W9291, Mr, No. 213
 Squadron, Ismailia, Egypt, November 1941.
 Blenheim Mk IV, Z9601, *H, No. 55
- Squadron, Fuka, Western Desert, 1942.

 44. Lancaster ASR.III, RF310, RL+A, No. 279
 Squadron, RAF Beccles, Det, Pegu, Burma,
 1946
- Spitfire PR Mk XIX, PM660, OI•X, No. 2.
 Squadron, RAF Wunstorf, 1947
 Mosquiso PR Mk XVI, NS797, DT•N. No.
- 192 Squadron, RAF Foulsham, 1945

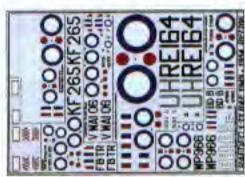
RF7205 RAF 1949-1954

1. Spitfire PR Mk XIX, PS888, NO, 81
Squadron, RAF Seletar, 1954
2. N.A. Harvard, Mk IIb, KF265, FB•TR, No. 3 FTS, RAF Feltwell, 1950

- 5. Bristol Beaufighter TF Mk X, RD819,
 OB•F, No. 45 Squadron, Kuala Lampur, 1949.
 4. D.H. Vampire FB Mk 5, WA106, V•B, No. 145 Squadron, RAF Cele, 1952
- •5. DHC Chipmunk T.10, WP966, BD•B. Light Aircraft School, RAF Middle Wallop, March 1953.
- •6. Lancaster GR Mk III, RE164, H•U, School of Maritime Reconnaissance, RAF St Mawgan, July 1953.

Each of these sheets includes all the unique and national insignia for every option. These sheets retails for £4.95 plus 50p P&P each and can be obtained directly from the manufacturer.

Our thanks to RAFDEC for the review samples.



RF7206 RAF 1949-1954

Cutting Edge

A couple of new sheets have been passed directly to us for review by this manufacturer.

1/48th Scale CED48116 B-26 Marauder

- 1. B-26B, 41-31765, 'Fightin Cock', 450th
 BS, 322nd BG, Andrews Field, March 1944.
 B-26B, 42-95864, 'Valkyrie', 497th BS,
- 344th BG, January 1945

 •3. B-26B, 41-18054, 'Jezabelle', 452nd BS, 322nd BG.

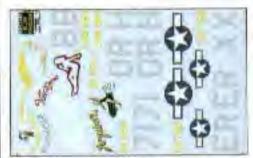
Price: £6.99

CED48117 P-40 Tomahawk

- Hawk BLA-2, 'White 49', flown by Tom Haywood, 3rd Pursuit Squadron, AVG
- Hawk B1A-2, 'White 48', flown by 'Tex' Hill. 2nd Pursuit Squadron. AVG.



The three options on CED48116



The decal sheet from CED48116



The four options on CED48117

*3. Hawk 81A-2, 'White 5', flown by Charles Bond, 1st Pursuit Squadron, AVG.
*4. P-40CU, 35th Pursuit Squadron, 8th Pursuit Group, Mitchel Field, NY, 1941.



The certal sheet from CED48117

Price: £7,99

Each of these sheets includes all the unique markings for each option. The B-26 sheet only offers one set of national insignia (due to the size in this scale), but the P-40 sheet has a complete set of three styles of insignia.

Our thanks to Meteor Productions for the review samples.

Linden Hill Decals

This is a new name to us, but their first two sheets have been passed directly to us for review.

1/48th Scale

LHD 48001 Fitters over the Panjshir Valley

- Su-17m3, 'Red 26', 136th IBAP, Kandahar, Summer 1986
- ·2. Su-17m3R, Blue 21', 139th 18AP,

Shindand, Spring 1987.

- 3. Su-17m3, 'Red 03' of an unknown VVS regiment, Afghanistan, 1986,
- •4. Su-17m3, 'Yellow 10' of the A-VMF, Gyardyeskoye AB, Crimea.
- -5. Su-17m4, Blue 42', Orsha Fighter Bomber Regiment, Kokaidy AB, 1988-9
- *6. Su-17m4R, Blue 07, 16th Reconnaissance Regiment, Bagram, December 1988.



The five options on LHD 48001/72001

This sheet is also available in 1/72nd scale as LHD 72001.



The decal sheet from LHD 72001

Our thanks to Linden Hill for the review sample. UK modellers can obtain examples from Hannants at £7.50.

Liveries Unlimited

This month sees the scaling-down of their previous BOAC Mosquito sheet to sait the recent Tamiya or Hasegawa kits, as well as some new sheets in 1/144th and 1/200th scales.

1/72nd Scale AGA7-014

- 1. D.H., Mosquito FB Mk VI, G-AGGE BOAC
 2. D.H. Mosquito FB Mk VI, G-AGGC, BOAC
- This sheet is \$6.95 (£5.65)

1/144th Scale AGA4-151 Ethiopian Airlines 757-200s

- 1. Boeing 757–200, ET-AKC, Ethiopian Airlines
- 2. Boeing 757-200PE ET-AJS, Ethiopian Cargo.
 This sheet is \$9.00 (£7.50)



The Masquita options on AGA7-014



The decal sheet from AGA7-014



The 757-200 options on AGA4-151



The decal street from AGA4-151

AGA4-152 New York Air 737-300

 Boeing 737-300, N14308, New York Air Trus sheet is \$7.50 (£6,25)

1/200th Scale

AGA2-101 Ethiopian Airlines 767s -1. Boeing 767-200 (ER). ET-AIE, Ethiopian

- Airlines

 •2, Boeing 767-200 (ER), ET-AIF, Ethiopian
- 3. Boeing 767–200 (ER), ET-AIZ, Ethiopian Airlines



The 757-300 options on AGA4-152

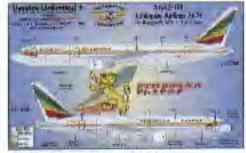
- Hoeing 767–33A (ER), ET-AKW, Ethiopian Airlines
- +5. Boeing 767-33A (ER), ET-ALC, Ethiopian Airlines

This sheet is \$7.50.

Each of these sheets offers the overall markings for each option along with specific registrations etc to make any of the options listed. The decals are beautifully printed and each set comes with excellent full-colour instructions.

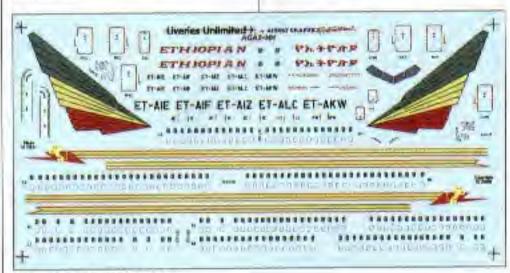


The decal sheet from AGA4-152



The 757-200 options on AGA2-101

Our thanks to Airvoy Graphics International for the review samples.



The decal sheet from AGA2-101

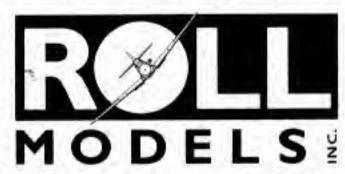
Cool Stuff at Roll Models

AA Models 1/48 Scale Algorit AAN0001 Omga (FLD49-2) Varent 518.25	Eudel299 4690 874 (425) Eudel200 To 154 Mode to Details	\$9.00 OSAC011 \$15.00 OSAC012 \$15.00 OSAC013	S-34 Liberator Units/Pacifix 6-6 Units over Cubal/Matham Masquito Recan Units Q-45	\$13.50 \$13.50 \$13.50	UC48008	US Nam ANNAPS-4 Radar Pods PS-10 Compolituris	\$7.95 \$9.95 \$7.95	WR62	Helicat Cockon Mac PW 190 A &D-8 Cockopit	\$10.25 \$10.00 \$18.50
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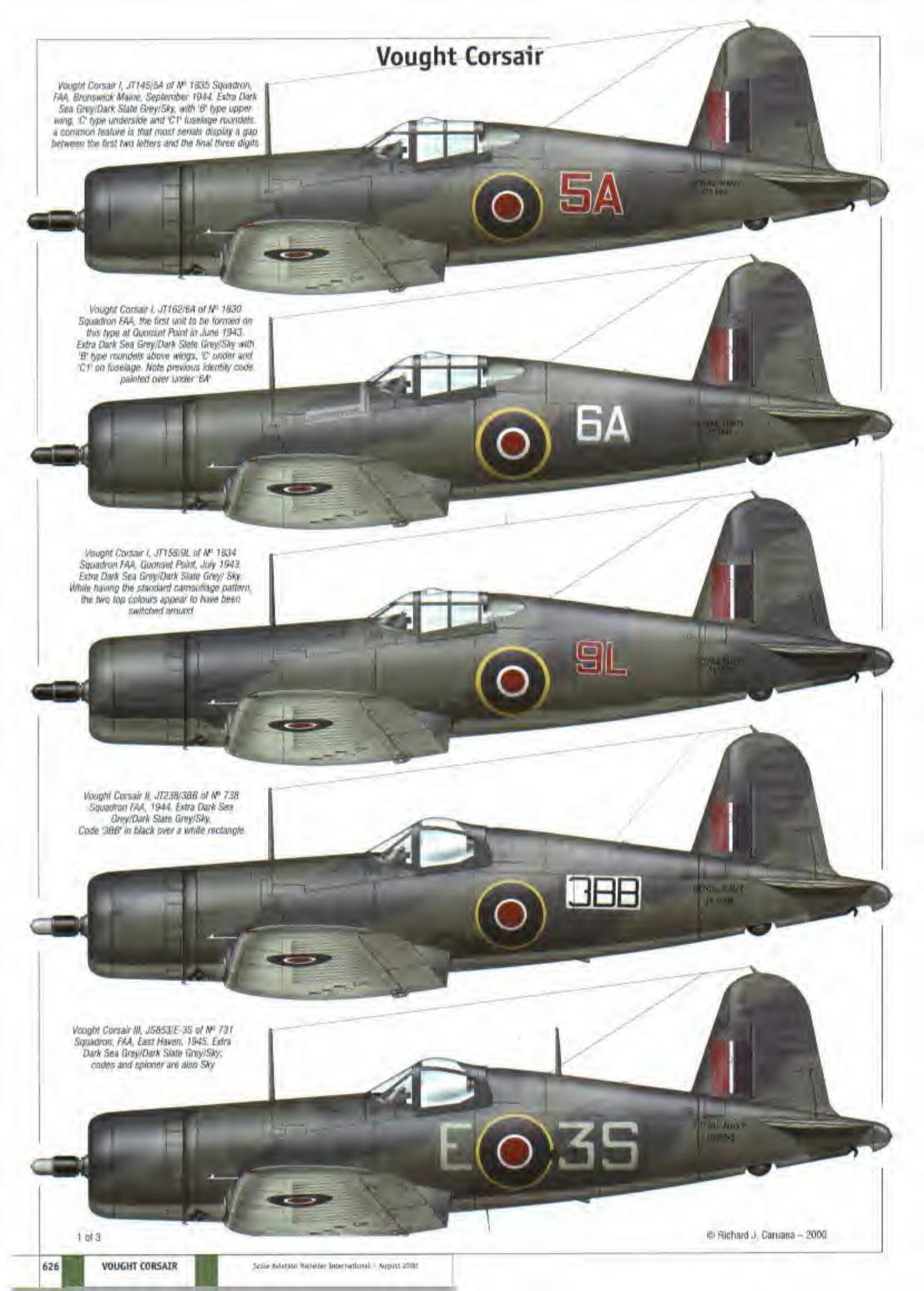
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Voyabl Corser At KD431/E2-M of the Fleet AV A/m Dollection (A.), Sarvay Astron.

Pacific Pirate

he birth of the Eursair stemmed from a United States Novy (USN) contest announced in February 1938, Specifications requested a single-sent scaborne fighter of much higher performance than any of its contemporaries, especially in service oriling and speed. Armament was to consist of a pair of .3in muchine guns to the fuselage with 500. rounds per gun (rpg), and another pair in the wings with 200 rpg which could be exchanged for Madsen 23mm cannon, An unusual request was for internal bomb cells for a total of 167lb.

Chance Vought took on the challenge to design and build the honest machine possible in April. The aircraft was designed around a Pratt & Whirney R-1830 Twin Wasp which represented one of the most powerful

The Vought Corsair in Fleet Air Arm Service

Nicknamed 'The Bentwing Bird' and 'Whispering Death', the Chance Vought Corsair is definitely among the very best naval fighters produced during World War II. The Fleet Air Arm acquired hundreds of examples for its campaign in the Pacific Ocean, where it became its standard fighter equipment for many years. Richard J. Caruana takes a close look at the exploits of this warbird in service with the Royal Navy, a story often neglected, being overshadowed by the highly publicised successes of its United States Navy counterpart,



First aministrope of the Gornali: the XF4U-1, during one of us impai flights. Note the original coexsit position, which later was moved back to make way for funciage fuel funkage tvosoro



power plants then available, However it also proposed a parallel design which could make use of the Pratt & Whitney XR-2800-2 Double Wasp, the most powerful engine envisaged for future production.

These proposals, designated V-166A and V-166B respectively, were the most impressive to emerge from the Navy contest and in June 1936, Vought received approval for the design and construction of a prototype under the designation of XF4U-1. A full-size nonze-up completed in February 1939 for inspection, revealed for the first time the characteristic gull-wing design which was to become such a unique recognition feature. This kinked wing was an ideal solution for the design problems posed

by the massive power plant and its enormou propeller. Undercarriage length and ground angle were kept to a minimum.

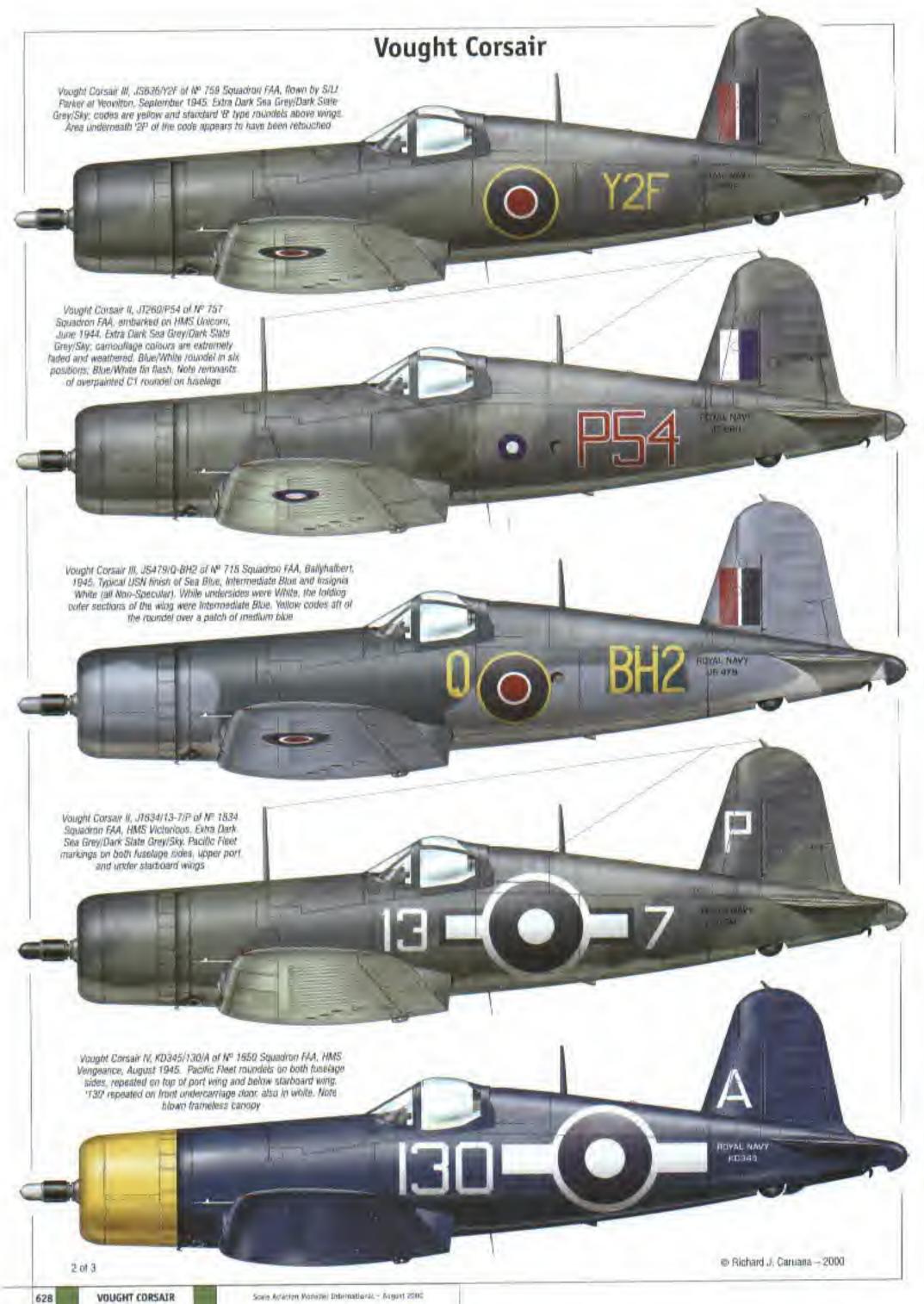
The prototype, flored with the Double Wasp, flew for the first time on March 29, 1940 piloted by Lyman A. Bulland, A speed of 405ruph (considered sensational for its time) made if the first American fighter to surpass the 400mph mark. Although the Navy knew it had a winner in its hands, the aircs att's entry into production was by no means straightforward. A series of modifications and additions were usked of an auteraft which already presented a considerable engineering challenge for mass production. All armament was moved to the wing which meant that the

wing centre-section fuel cell had to be moved to the fuselage. Thus the cockpit was moved. back some three feet, to a position from which the pilot's view forward was gracifically blocked by the massive wings while manouvering on the ground. Armour plating amounting to a total of 170lb was also added. including a 5mm birdinated sheet windscreen front, and heavy aluminium plate protection for the fuel tanks.

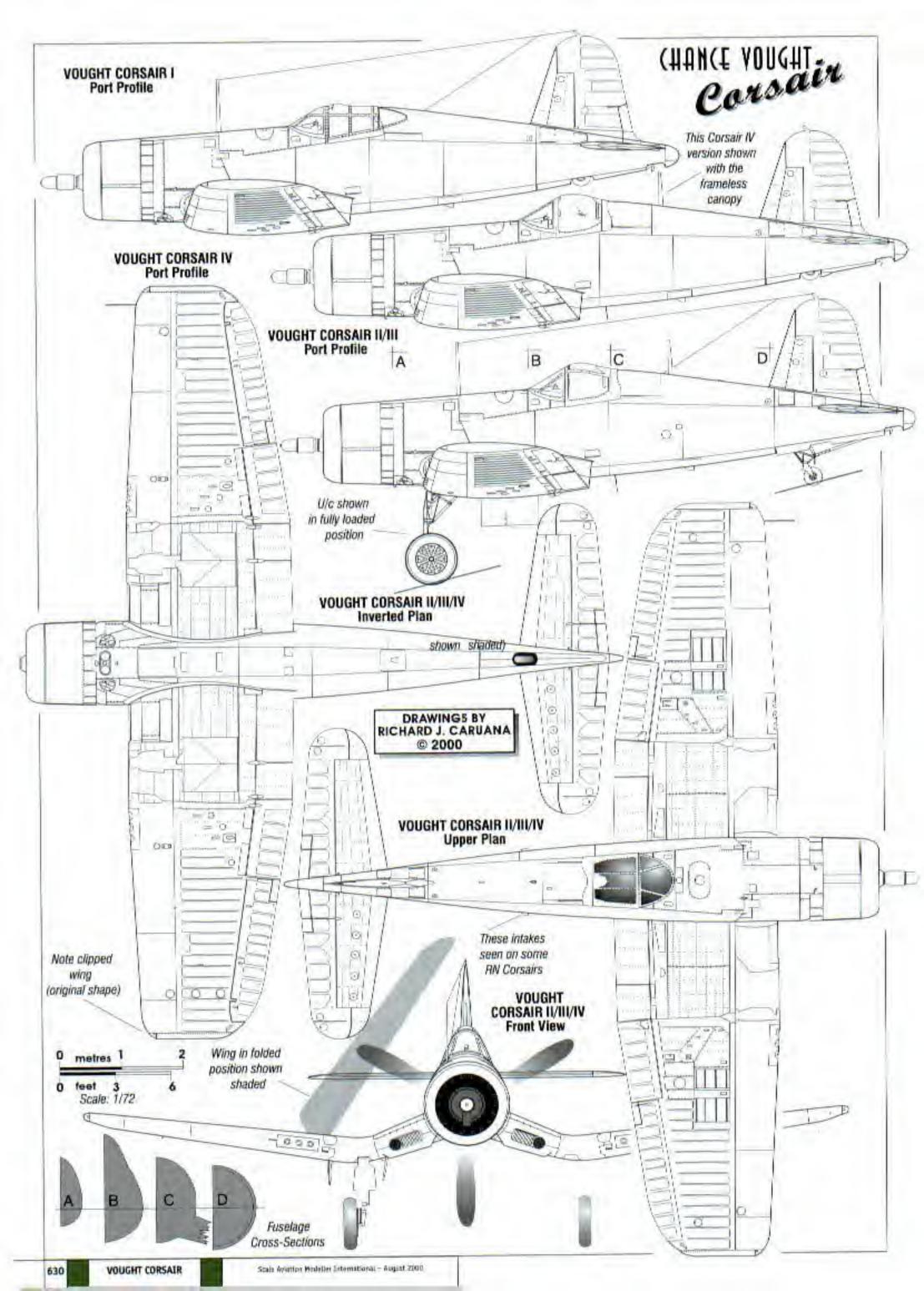
On June 30 1944, Chance Vought received a contract for an initial production batch, the first of which flew for the first time on June 25 1942, obtaining a top speed of 415 mph. Carrier trials about USS

Sanagamou were performed three months later by the seventh production example, when a number of problems which considerably delayed the Corsair's entry into carrier service were exposed. Modifications were so extensive that a separate unit was set up to convert aircraft coming of the Straford production line to combat standard. This enabled VMF-124 to he the first Corsair-equipped unit when twelve 'combat-ready' machines arrived at Henderson Field (Guadalcana)) on February 12, 1943, Trials permitting tull fleet service, however, were only concluded by VF-301 in April 1944.

estieved in a Corsair IV, coded 13-B @ Bichard J. Canwina - 2000.







Specification

Corsair II

Type: Shipboard single-seat fighter

Manufacturer: Chance Vought

Powerplant: One Praft & Whitney R-2800-8 Double Wasp, 18-cylinder air-pooled radial rated at 2,000hp at 2,700rpm for taxe-off, 1,675hp at 2,550rpm military rating, driving a three-bladed Hamilton Standard constant speed propeller.

First: 237 USgal (897lt) in Tuselage tank. Additionally 62 USgal (235lt) in each of two rtegral wing leading edge tanks on Corsalt I and early Corsalt It: 175 USgal (622lt) external centreline drop tank or two 137 limp gal (623lt) underwing tanks.

Performance: Max speed - 320mph (615km/h) at sea level; 392mph (631km/h) at 24,000" (7.915m); range - 1,070 miles (1.722km) cruising at 177mph; service ceiling - 37,100" (11.310m)

Dimensions: Span (open) - 48' 11.75' (12,49m); span (folded) - 17' 0.58' (5.20m); span (olpped) - 39' 9.5' (12,13m), length - 52' 9.5' (9.99m); height - 15' 0.25' (4.58m); wing area - 314 sq ft (29.17m2)

Weights: Empty - 8,973to (4 025kg); loaded - 11,879to (5 088kg); max loaded - 13,846to (6 280kg)

Armament, Six 0.5in (12.7mm) Colt Browling M-2 machine guns with 400 rpg on inboard pairs and 375rpg on outer pair; two 1,000 b (453kg) bombs

Royal Navy Interest

With the intensification of the war at sea after the mild, initial salemisles the Royal Navy (RN) found itself without a major fighter aircraft on its inventory. Initial Lend-Lease. supplies consisted of Martlets Mk I (later renamed Wildcat), and as from August 1940 these were being assembled by Scottish Aviation at Prestwick. A batch of same 70 eramples was followed by Martlets Mk II (with folding wirses), most of which were immediately transferred to India. This sixeraft, nowever, was only a stop-gap measure, as something 'beefier' was required to take over the duties rendered by the ageing Sec-Finricine. The types on ofter from across the Altentic were mainly two - the Hellcar and Corsair - and both were procured.

It would appear that the RN needed all the fighters it could by its hands on for the Consair's ship-board shortcomings were literally brushed uside, the type being



A Corsex II creates vortices with its prop wash on its take-off run. This ylow it a rare upportunity to study the coper surface certouslage patienn, and the areas of weathering and gritine (in cosmo known).

approved for fleet use nearly a year before the USN. Production tempo of the FdU-1 had reached considerable levels not only by the parent company, but also by Brewster and Goodyear: 95 F4U-13 (serialled FI 100-194), fitted with the original 'hindcage' cockpit canopy, so much disliked by USN pilots, could therefore be supplied to the RN, these being designated Consur I in PAA service. In order to avoid duplication and delays in training and formation of operational units, such operations were performed at either Quenaet Poins or Brunswick Maine, in North America. Rather than complicate matters by transferring existing FAA tinuts for conversion. Corsair squadrons were formed as new units starting with Nº 1830 Squadron at Quonset on June 1, 1943. Three more units were formed by the end of the following month, these being No. 1831, 1833 and 1834 Squadrons: No 1835 and 1856 were formed in August, Nº 1837 in September and Nº 1837 in October Eventually 19 squadrons were to be equipped with the beatwing fighter by 1945.

The account version to be acquired by the EAA was the Consair II, equivalent to the F4U-1A out which a hubble-ranopy replaced the earlier framed contruption, allowing the pilot's rest to be raised thus affording an improved forward view. This version introduced

wingtips clipped by 9 inches each to permit surage below deck on RN carriers. The first batch of 370 were serialized JT195-554, and were followed by a second batch of FHC 1Ds (still known as Corsair II in FAA service) which totalled 140 examples (JT565-704). The Corsair III consisted of 430 Brewster built F3A-1a (J5409-686, JT963-972). A final supply came from Goodycut, whose 957 FG-1s became Corsair IV9. The latter versions are easily identified by their serial block letters which start with K. (KD161-KE117). A further batch on order (ICE310-429) were cancelled with the desisation of bostilities.

Into Action

FAA Corsains saw their Europeun debut on April 3, 1944. Aircraft from No 1834 Squadron carburked on FIMS Victorious provided part of the fighter cover for Fairey Barracadas attacking the Tirpiz at Kaaiford, Northern Norway (SAMI Vol.5/5, May 1999). Other Corsair IIs from 1841 and 1842 (6th Naval Fighter Wing, HMS Formidable) flew escort missions during anacka against Tirpiz during: July and August, with the latter aquadron. suffering several losses during these sorties. Meanwhile, No 1830 and 1833 Squadrons formed part of the 15th Naval Fighter Wing on board HMS Illustrious which sailed for the Pacific In March 1944 these units flew their first sweeps over the Hay of Hengal. performing their first operational sortion on April 19, dropping 250kg bombs against shore and shipping targets at Sabang;

While most USN Consairs were mostly confined to land bases, the PAA continued to operate its aircraft from all kinds of carriers with very effective sessies, especially in the Pacific Theatre. Though the eiternit's landing vices had been somewhat ramed through the introduction of a number of modifications, its tendency to issuance on hitting the deck penisted, sometimes with disastones consequences, especially when an aircraft ended over the barrier into the deck park.

By the end of 1944, Corvairs from several squadrons were hitting targets hard in Sumatra and the Sakhhima Gunto group of Inlands in the East China Seas as part of the British Pacific Plees, where they had to face a new, imprecedented type of warfare; Kamikare attacks, HMS Illustrious was to suffer a near miss, forcing it to retire to Australia on April 16. While the war in Europe had come to an end in May 1945, Conssirt in

Colours

FS595 Colour Equivalents

FAA	
Sky Grey	36463
Extra Dark Sea Grey	36118
Dark Sea Grey	36173
Oark Siste Grey	34096
Light State Grey	34159
Ident Yellow	33539
Ident Red (Bright)	21105
Ident Blue (Bright)	25056
Ident Red (Dull)	30109
Ident Blue (Dull)	35044
Medium Saa Grey	36270.
SKY	.34424
Grey-Green Primer	34226/34227

Colours of USN Origin:

Ident White

Non Specular Sea Blue	35042
Intermediate Blee	35184
Underside White:	37775
Sea Blue Gloss	15042

the Pacific were fighting on, some units becoming part of the 1st Carrier Air Group (CAG) performing operational sorties against Toyko just before the Japanese surrender.

3777E

Corser pilot Lt Robert Hampton Hammy'
Gray, a Canadian, was in earn a posinimous
Victoria Cross (VC). He had trained at
Yeoviton in 1941 and by August 1945 had
become Senior Pilot with Nº 1841 Squadron
flying from HMS Formidable. On the day of
the second nuclear attack on Japanese soil,
August 9 1945, he took off for a sweep over the
Japanese coast where he spotted a small
flotilla of ships at Oragawa Wan. Despite
roceting intense flak, he bombed an escore
ship (the Amakova) before his blazing Corsair
plunged into the sea. His VC was only the
second awarded to an Allied fighter pilot
thiring the Second World War.

As from September 1945, most of the 1860' range squadrons were disbanded; some units—such as No 1853—(lew the Corsair for less than five months before their alreads were handed over to older' established squadrons in the '700' range (with the exception of No 1845 which received some Corsair IVs) and with which they continued to operated up to 1946—47, Lend-lense terms had stipuloted the eventual roturn of all arreads to the US; however like most naval alreads of US origin. Coesairs were dumped overboard from the stern of carriers under steam, a most indecorous end to an alreads which had carved such a unique niche in the Pacific air war:

Richard D. Carmana

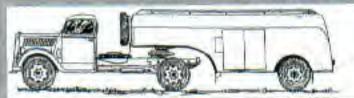


Consair Its from N 738 Squadron showing a variety of boding styles. The closest alterett is JT238, which is reproduced on sheet 1 of the colour art true cause 4-mas;



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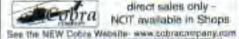
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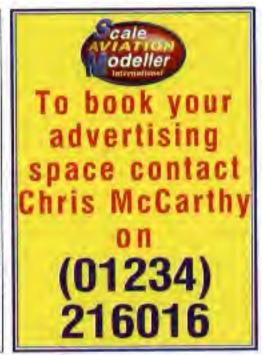
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Introduction

Along with the Spitfire, the Messershmitt Bf 109 is one of those titles synonymous with aerial warfare. It is a name that most people know despite the fact that they may know nothing about aircraft whatsoever, Just how an aircraft can have such a reputation is a credit to those German engineers who designed and developed the Bf 109 over a half century ago.

The Bf 109 was produced in greater numbers than any aircraft before or since its acceptance and had quite a history. Designed m 1934 by Professor Willi Messershmitt and flown in September 1935, the Bf 109 was the most advanced fighter in the world. The features of stressed skin, wing slats, outward retracting landing gear and a hinged canopy greatly helped the machine to earn this position. The Bf 109 was of a rakish appearance and was said by a number of prominent people at the time to look 'deadly'. It saw combat for the first time in Spain in 1937 and had progressed into the E. version or 'Emil' by 1939. Combining heavy armament with an excellent engine, the Daimler Benz DB 601A, it was a truly formidable foe. One of its assets in the Battle of Britain was that its engine had direct fuel injection that meant that it was capable of negative-G manocuvres without loss of power. However as the war progressed, it became increasingly more difficult to fly as its speed increased.

At the end of 1940 the F version appeared which had greater power, wing modifications including rounded wing tips, improved cowling design, tail modifications, and deeply recessed radiators. Numerous other airframe changes were incorporated resulting in the general form of the aircraft being essentially unchanged for the rest of the war. The F version was generally said by pilots to be the best of the Bf 109 series. During late 1941 and early 1942, the German air ministry became more concerned with higher speeds and was more prepared to accept higher wing and power loading risks. The necessity for a higher altitude capability was also conducive in giving tise to the G version or 'Gustav'. Using more powerful Daimler Benz engines, boosted by either MW50 (methanol/water) or GM-1 (mitrous oxide), and including a number of other changes, the Gustav became standard and was produced in greater numbers than any other version. The G-6 was put into production at the same time as the G-5. The G-5 version later used the more powerful DB 605AS engine and included the addition of underwing Wfr. Gr. 210mm mortar tubes for use against bomber streams, but did not appear in service until January 1944. The G-6 entered service before the G-3 and was identical except that it did not have provisions for cockpit pressurisation. It was produced in essentially the same models as previous G series versions. A few examples included the G-6/U3 which used the MW50 boost system, the G-6/R6 which used two MG151 20mm cannon fitted in underwing



by Nicholas J. Wigman

'Gustav'

Detailing Hasegawa's Bf 109G-6 with Hi-Tech Accessories



gondolas, and the G-6/U4 which basically replaced the engine-mounted MG151 20mm cannon with a MK [08 short barrel 30mm cannon.

By April 1944, the toll of the Allied offensives was being felt by the Reich and the impending shortage of raw materials was recognised. By this time, production of the G-6 and G-8 (reconnaissance) versions gave way to the G-10, which was meant to standardise a number of modifications. These included a wooden tailplane, MW50 boosting and a semi-retractable tailwheel. The G-10 used the DB 605D powerplant and was produced in various models, Using the more powerful DB 605AS and AM engines, the G-14 variant appeared in July 1944 and standardised the better visibility 'Galland' hood which was first seen on the G-5.

The Bf 109K was the culmination of a policy to reduce the number of variants and models of the Bf 109. Based on the G-10, the



The Hi-Tean accessory set

K was to be the standard airframe, which incorporated all previous improvements. The K-4 was the best known of this series and had a taller wooden tailfin, lengthened tailwheel strot, 'Galland' bood, modified rudder, lengthened spinner, improved cowling and standard G-10 armament.

The G-6 was not an easy aircraft to fly and despite its excellent stability it exhibited poor control harmony and no rudder trimming except via the use of the rudder pedals. As the speed of the aircraft was increased the control surfaces tended to feel heavier, less responsive and the leading edge slats sometimes moved independently, causing instability as well as one very alarmed pilot! The cockpit was very confining and the narrow track undercarriage often produced problems in landing. All that said, it was a formidable opponent in the hands of an expert pilot, and a number pilots became aces, sometimes with more than just a few hundred kills in the Bf 109. All Luftwaffe aces flew the Bf 109 during some stage of the war, but the search to make the type faster and more flexible meant that it could no longer dominate the skies as it had done in the early years. Lesser numbers of experienced pilots coupled with insufficat quantities of fighters both had a large part to play in the relative ineffectiveness of the Luftwaffe against the luge number of Allied bombers with fighter escorts. The aircraft

flew and fought over the hot skies of North

over the more temperate Europe. In short,

deserves a place in the history books as one.

the Bi 109 was a soldier of the skies and

of the greatest aircraft of all time.

Africa, the frigid air of the Russian front and

The Hasegawa kit

Hasegawa produce a number of Bf 109G-6 kits, all being essentially identical except for the decal options. I used the Bf 109G-6'JG51 Molders' kit basically because it was the only one in my model shop!

On opening the box, the sprues are the usual dark grey and the high quality of the mouldings is obvious. The panel lines are nicely recessed while the detail is excellent. The cockpit however looks very bare and would need some extra work in order to accurately reproduce the real thing. The first thing that struck me was that the tail looked tiny but when laid onto plans, it was exact! The wings and tailplane have nice thin trailing edges and a number of options are included, but these are not all for the G-6. These are open or closed hood (even G-5 and G-6 styles of forward canopy/windscreen), two types of instrument panel, carburetter intake, head armour, cowling bulges and tailwheel. It would be nice to see 'weighted' tyres, but the kit ones have nice detail. The leading edge. slats, radiator flaps, and flaps are separate,

The wheel well openings are round which



The nose area with surgery completed



The modified rear bull-frend till looks a bit of a mass, but only the front visit ha visible?



This photo shows the thirred out veals of the port



Fire assembled havelage and wings, Note the filter around the coolon





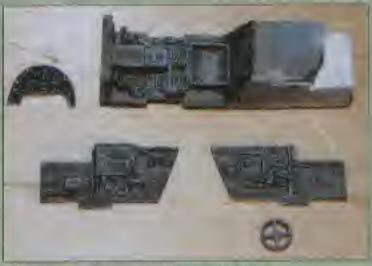
The cowls after a unmired



This photo shows the internal details added to the



The port noise half. Nate the thinnest out



The level of detail of the sockpit is clear from this plants.



The could and upper rachator flaps were held in place with Elector while the carronllage was applied



The REAL 78 Hellblus underexides, Note the generication line.



The kit thus far with the decals applied was looking good.



The brewall was a fearly ball fit, but would in wall



A place up of the installed cookpit



Labour this actions biocause it's colourtor and striking. Note the fairly sharp ournmentions



The decats were sprayed rightly with RCM 79 Supposed while still on the sheet



The underside at the lift



The papel lines showed up receiv also highlighting their with indercalous



That lovely DB605 engine

is wrong for a G-6 and need squaring off but this is pointed out in the clear instructions. The wing bulges are also separate and even underwing cannon gondolas are included if you want to make a G-6/R6. A tropical filter is also given, which is a nice touch. This looks an excellent kit with plenty of parts to produce a number of G series models. As far as accuracy is concerned, the model scales up exactly in length with just a negligible difference in span.

The Hi-Tech Accessory Set

I chose to detail this model with Hi-Tech's 'One O Nine' accessory set No. 002. This set is intended for a Bf 109G-2 to G-6 kit and no manufacturer is recommended in the instructions. The set uses both rexin and white metal castings.

The forward fuselage is nicely replicated with a beautifully cast Daimler Benz DB 601A (improved) engine complete with supercharger, valve gear covers, rear block (which includes parts like the ignition magnet) and nicely produced white metal engine bearers. The resin firewall/cannon bay is well made and two white metal 13mm MG131 machine gun barrels are included, the machine gun 'bodies' being moulded integral with the resin casting, but the ammunition chutes are separate.

The cockpit comprises two resin detailed sidewalls, instrument panel, floor/forward and rear bulkheads (cast in one piece), a Revi C/12D reflector gunsight, and a panel which is optional. This small panel, if chosen to be used, is to be situated on the lower lip of the instrument panel and I am certain that it is a bomb-arming panel.

The engine cowling is a vacuum-formed piece and is formed as though both halves were closed. The machine gun cover is also moulded adjacent so that in effect, the whole upper cowling is present. There is hardly any separation between these three items so any slips in removing them could be problematic. The lower cowling is a resin casting. The rudder, elevators and ailcrons are also included and as a nice final touch 'weighted wheels' are included.

Colour Scheme and Markings

I think that most folk in the modelling fraternity appreciate the fact that there is an absolute abundance of after market decals available for all versions of the Bf 109. I have become attached to AeroMaster as I like the schemes and the quality of their decals. I knew when I was buying this kit that I. wanted something a bit different from the greys and pale blues of (RLM) 74 Graugrun, 75 Grauviolett, and 76 Lichtblau, I pondered on an Eastern Front version, maybe even a G-2. However as I had not so long ago made an F variant complete with the soluble whitewash used on this front, I decided

against it. The only thing left was a desert scheme. With this in mind, I decided on AeroMaster sheet No.48293 'Air War over Italy'. Only one standard (small tail) G-6 yersion, 'Yellow it', a G-6/R3 was included and were RLM 79 Sandgelb and RLM 80 Olivegrun over RLM 78 Hellblau with the fuselage cross lightly overpainted as were the white tailband and Yellow fis.

The kit and resin parts were washed with warm soapy water to remove any residue and when dry it was time to start construction,

Stage 1: The fuselage

Surgery was the first stage in getting this project off the ground. Deciding to have the port side and lower cowls open, the first task was to remove the lower cowl area from the starboard side just below the exhaust

not throw away the port nose half, as the nose ring will be needed later. I realised this the hard way and had to fish it out of the bin. Luckily there were no teabags in there too! The instructions show that there were two recessed panels in the starboard fuselage aide behind the cockpit that needed removal, so these were filled and sanded smooth. A hole was made for the aerial mast in both halves and the rudder was removed, again from both halves, and only the vertical lines were thinned out. The fuselage sides were glued together, taped up and left to dry. That concluded the initial stages of the fuselage.

Stage 2: The Cockpit

Firstly, the sidewalls were removed from the moulding block and thinned out by sanding them flat over a medium Wet'n'Dry. The



The engine after it had been installed.... Still a bit more to do though

manifold slot. This was quite easily done as the panel lines are very well moulded, being clearly visible and crisp. The resultant vacancy was cleaned up using a needle file. Important points to remember here are that whenever the removal of panels is to be done, the resultant walls always need to be thinned out to scale thickness and constant thickness. This is important as it greatly adds to the realism of a model; actual aircraft were not made of metal sheet about a foot thick after all! With all this in mind, the walls around the cut out were thinned by scraping away carefully with a scalpel and sanding smooth with a very fine Wet'n'Dry. The area immediately in front of the machine gun bay was removed and cleaned up, and the rear bulkhead of the cockpit was roughly removed in preparation for fitting the cockpit at a later stage. The forward fuselage decking (a separate part in the kit) was removed from its sprue and cut in half along the left-hand line of the two running along it. The right-hand part of the decking was then glued in place and sanded smooth, The starboard cannon bulge was then added and the thickness of the centreline section reduced. As for the port fuselage half, the whole nose section was removed along the correct panel lines. The wing root join left only a thin piece of plastic, so it was important to take care until it could be reinforced by the addition of the wings. I opted to keep the machine gun cover in place so chose to add the machine gun bulge at this time. Now it was time to thin down all the walls around this cut, so this was done in the manner described above, and thinning

out the bulge proved to be no problem. Do

Scale Aviation Modeller International - August 2000.



Unfortunately the nice hollow extensis were too

instrument panel and firewall/machine gun bay were also removed from their moulding blocks, cleaned up and glued to mandrels made from sprue. This helps in holding the parts whilst painting. The cockpit tub needed no cleaning up at all and this was a credit to Hi-Tech. These parts were given a coat of Halfords Grey Primer and when dry, painted RLM 02 Gran from the Aeromaster acrylic range.

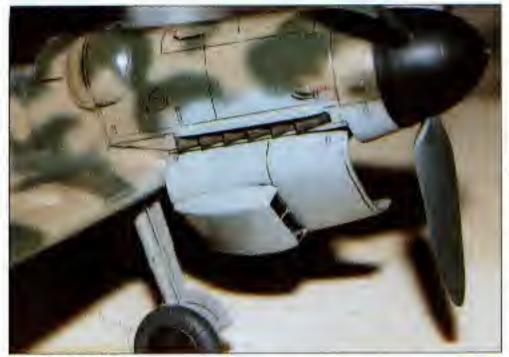
In order to highlight the detail in intricate mouldings, I choose to give them a light

wash of black, which is a much-thinned out black and in this case thinned with water as I use Aeromaster acrylics, Doing this darkens the overall tone but accentuates the raised details as they remain lighter. Once all the parts had been given the wash and had dried, a light dry brushing with white was carried out to highlight some of that lovely detail further. The dials on the instrument panel were devoid of any detail, merely being flat recessed circles. If preferred, some instrument decals can be used, but I chose to paint the circles white and when dry, I painted them black. When dry, I carefully scratched off the black to reveal the white. Small straight lines reproduce needles etc. This was done as best I could while consulting my references, as was painting the Laftwaffe colour coding which was described in previous articles (Vol 5 Iss 12, Page 909).

I dry fitted the sidewalls to the floor, and found that they needed a little trimming to fit properly. Now that I had seen how they fitted, I added the prominent flap and tailwheel trimwheels to the left sidewall and the chain from an old excluse set. At this time, the pedals were also added from an Eduard etched set, painted as before but with tan straps, remembering to displace them as the rudder would be. I drilled out a small shallow hole for the control column but decided not to include it yet. As a final touch, the whole cockpit was given a light touch of Rub'n'Buff to show wear. Now that everything was going nicely I tacked everything together with Clearfix (as this can be removed easily) and gave the cockpit. a trial fit into the fuselage. Everything was going too well up to this stage and now the problems were showing; the fit was not good as the sidewalls were too tall thus bringing the rear sloping bulkhead too low and the instrument panel needed a little sanding. In order to see exactly how the fits were, I tidied up the cut-out on the rear cockpit opening, chapped off some of the resin cockpit block in case it impeded the fit, and tried again, It was clear that after all the work so far, it was necessary not to remove some of the sidewalls as this would remove too much of the detail, but to increase the height of the rear bulkhead. So, with a ruzur saw, I proceeded to saw across the nicely painted and finished rear bulkhead just below the lip! This cut was tidied up with a file and a piece of plasticard of the required thickness was sandwiched between the two halves. Epoxy resin was used and its



This photo shows the various pipes and wires added to the engine, all made from brass wire



the starboard nose half

alignment was constantly monitored until dry. Once dry, the affected area was sanded and painted as before and the sidewalls were added. Now that it fitted properly I thought it was time to glue it in, but on dry fitting both the firewall and cockpit it was clear that all was not well as the firewall was too far forward. It was necessary to sand the forward cockpit bulkhead until it was barely a sliver, and the firewall until it was only about 1/16in thick in order to achieve the correct fit. The firewall was given a coat of RLM 02 Grau and left to dry. The cockpit, complete with instrument panel, was glued into place and left to dry. The join around the rear bulkhead was filled and sanded smooth and any crased detail was replaced, Finally, all fuselage joins were cleaned up via the use of a fine Wet'oldry and all joins. exhibited excellent fit. I decided not to install the firewall, as it may need some work in order to meet with the lower wing section at a later stage.

Stage 3: The Wings

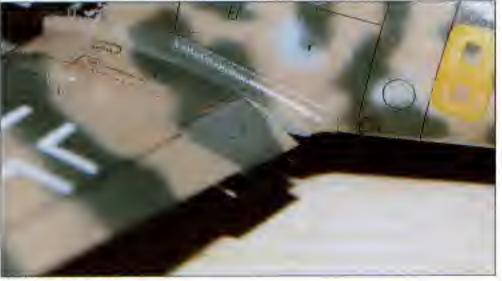
The wings were a simple affair basically consisting of a lower part and two upper sections. First off, the inside surfaces of the radiator fairings and the inside surface of each upper section were painted RLM 02.

Both sides of the radiator grills were painted black and the detail highlighted by the use of a little Rub'n Buff. When these areas were dry, the holes for the wing bulges and ordnance (in this case just a centreline faired rack) were drilled out. The wheel well openings were squared off with a scalpel as per the kit instructions (which was correct for the G-6 as the G-2 had the rounded ones) and sanded smooth. The radiators were then glued in place and left to dry. Whilst these were drying, I chose to test in the resin ailerons before the removal of the kit ones. Unfortunately, they were a little narrow in chord so I decided to omit them. The upper and lower sections were then glued together and cleaned up when dry. The fit of these parts was excellent. I chose to remove the small areas for the wingtip navigation lights and replace them with a more authentic representation at a later time. The kit instructions state that new panel lines be scribed into each of the upper wing surfaces, running chordwise roughly half way along each aileron. I cannot say that the suggestion of these lines was incorrect, but my references did not show them, so I chose not to scribe

height, not reaching the line of the lower fuselage, and the angle of the bottom surface was wrung.

Consequently the two halves of the kit rudder were glued together and the finished unit attached to the tail with a slight offset that matched the positions of the pedals.

The lower engine cowl was removed from its moulding block and cleaned up. The air intake with its separate tropical filter was also assembled and the joins carefully sanded so as not to remove the detail. Also at this time, the vacuum-formed port side cowl was removed from its sheet using a sharp scalpel and its edges cleaned up. As it was totally devoid of any interior detail, I added some frames and ribs from strips of paper with thin sections of stretched sprue laid over them. The opening for the air intake



The upper radiator covers

them in. As German fighter production, needed reorganising, it is quite possible that in some cases, modified G-2 wings were fitted to G-6 fuselages, as opposed to standard G-6 wings. The forward edge of the lower wing section was then thinned out as described previously, as this would be visible once the model was completed.

Stage 4: Airframe Assembly

Now that the wings and fuselage were finished and cleaned up, it was time to join the two. The fit was impeccable and there was no change in the dihedral of the wings either before or after being attached. Just a little work was carried out on the joins, in particular the wall thicknesses where the port fuselage half met with the forward edge of the wings. Although the flaps were separate, their shape made it difficult to displace them so I glued them into a neutral. (up) position. The lower radiator flaps were glued in place also, but the upper ones not glued on because it would probably be necessary to repaint the insides of these flaps once the camouflage had been applied. The direction finder loop was thinned out a little and glued onto the fuselage spine.

I opted to have the elevators in a slightly displaced attitude so they were removed from their respective tailplanes. Fortunately I did this exactly on the lines because the Hi-Tech ones were a little short in length and narrow in chord, and therefore I had to revert to using the kit ones. After cleaning up each joining surface, the tailplanes were attached to the fuselage ensuring their correct alignment, By now I was more curious as opposed to anything else as to whether the Hi-Tech rudder would look right. Unfortunately it was too short in

was drilled out and a ring of plastic was cut from a tube (which you can buy at any good model shops) and glued into position. The opening for the MG131 machine gun barrel was carefully cut into the cowl and the intake attached using liquid poly applied on a small brush. The tropical filter would be attached at a later stage. The nose ring from the port fuselage half was cut from the rest of the cowl and its wall thinned out. The nose opening, radiators, and cockpit opening were masked off using islu Tac, and the port engine cowl, upper radiator flaps and slats (in the closed position) were attached to the rest of the airframe again with Blu Tac.

The whole airframe was then given a coat of Halfords Grey Primer to accentuate any blemishes. With just a few panel lines needing rescribing, the model thus far, was looking good, and it was on to the next stage.

Stage 5: The Colour Scheme

As mentioned earlier, the selected scheme

was RLM 79 Sandgelb and RLM 80
Olivegrun over RLM 78 Hellblau. The aircraft sported a white tail band which was partially overpainted, as were the fuselage crosses and 'Yellow 8a'. The same may be said of the wing crosses, but as I had no references that verified this, and there was no mention on the decal sheet, I opted to leave the overspray out on these.

The first task was to spray the tail area where the band would be in Halfords White Primer. A few light coats were needed, and then a coat of Aeromaster white was sprayed over the top as this is a 'brighter' white (sounds like a washing powder advert?), The tail band was then masked off all the way round the fuselage using Tamiya's excellent masking tape. The complete model (including cowl) was then given a nice, even coat of RLM 78 Hellblau, which was lightened with a little white here and there to reproduce the bleaching effect of the Mediterranean sun, Once dry, the wing upper surfaces and most of the fuselage and tail were sprayed RLM 79 Sandgelb according to the Aeromaster drawing and a little yellow and white was used to lighten various random areas. The RLM 80 Olivegrun was then sprayed on using a very fine spray from my Badger 150 airbrush, as I wanted the demarcations to be quite distinct. The masking for the tail band was then removed and the fuselage spine sprayed over with RLM 79 and 80 to show the overspraying. The fuselage crosses and 'Yellow 8' were also sprayed lightly in RLM 79 while still on the decal sheet.

Once all was dry, the Blu-Tac was removed (but the cowl kept in place) and the model given a coat of Halfords clear lacquer to give a nice glossy surface in preparation for applying the decals. This lacquer also serves to protect the paint finish from moisture and handling.

Unfortunately, I did not lighten the upper colours enough, but more about the faded paint later.

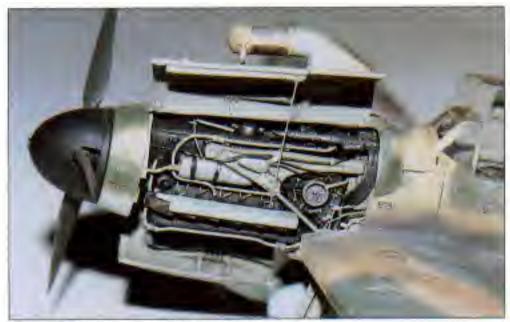
The decals were then applied largest first and these, as usual with Aeromaster decals, settled down nicely with the use of setting solutions (Micro set and Micro sol). The decals showed excellent opacity, register and clarity.



The Verlinden fuel tank and rack adds just that bit more accuracy



The fuel tank looked the part once mounted on the model



The completed nose section. Note the array of wires and pipes

After being left to dry overnight, another coat of clear lacquer was applied which serves to seal in the decals, protect them from the elements, and provide waterproofing. Once dry, the cowl was removed and the wheel wells, engine compartment, cowl interior, interior of radiator flaps, wing ribs (where the wing root and aileron cross sections are visible) and the canopy sills were painted RLM 02. I then chose to highlight the nice surface. detail via the use of watercolours. Black watercolour (from a children's painting set) was mixed with water until a fairly thick consistence was reached. This was then brushed into the panel lines and left for a while. Once dry, the excess paint was removed with a very lightly damped (almost dry) piece of kitchen roll until the paint was left in the lines only. When the whole model was given this treatment, it was given another coat of clear lacquer. This third coat may seem excessive, but is important as the watercolour reacts with moisture from both the skin and the atmosphere resulting in smudges. Sealing the colours in prevents this from happening. The areas on the wings for the slats, and the undersides of each slat were painted RLM 02, glued on in an open position, and given a light coat of lacquer. Without this coat the slats would very probably take on a slightly different shade. This effect can be effective for weathering, but I did not want that for this model,

The ammunition chutes and machine guns on the firewall were painted black and this part, along with all the cowls, and engine compartment (the forward part of the starboard fuselage balf), were given a wash of black and dark earth to simulate a little weathering. A few touches of Rub'n'Buff were applied here and there and the firewall was dry fitted. It was a tight fit but with a little sanding it fitted well and was gloed in using superglue.

Stage 6: The engine

The Hi-Tech engine parts were beautifully cast with some very nice detail. Each of the resin parts was removed from its respective moulding block and cleaned up, primarily using a small flat file. The left-hand engine bearer was removed from its runner using scissors and sanded smooth so that it looked neater. The supercharger was found to be marginally too wide and was sanded down. The engine parts were assembled using epoxy resin and checked for alignment. Once cured, some small holes were drilled using a pin vice for the array of ignition harness wires, piping, and bearer attachment points.

The whole engine was then given a coat of Halfords Grey primer followed by a few black washes. This technique allows the grey to just show through resulting in a more realistic finish. The coolant header tank was painted aluminium and Rub'n'iluff was then lightly applied to highlight the overall detail, and only at this stage was the intricacy of the detail fully appreciated.

The engine bearer was drilled out at its attachment points and short lengths of wire were superglued in. These would help to make the whole engine assembly more rigid. The engine bearer was then primed, painted RLM 02 Grau (with an aluminium connection box?) and given a light wash of black.

Upon dry fitting the engine, it was found that it was slightly out of alignment, so some material was removed from the right-hand side so that it was seated further 'inso' the fuselage. Also it was too low at the back thus giving the whole engine a strange nose-up attitude. This was cured easily by removing some of the large round peg at the rear of the engine. I decided to add the wires and pipes once the engine was installed so proceeded to attach the bearer to the engine using supergine and when dry, glued the engine in position with epoxy resin (and lots of it on the 'inside') being careful to avoid 'ooze'. Its alignment was carefully checked continually until the resin had cared.

I had some nice, hollow exhaust stacks for a Bf 109, but unfortunately they were too short in length (were they for a Bf 109E?) so had to use the kit ones which I tidled up a little with a scalpel and smooth Wet'n'dry. I checked to see if the exhausts would line up, and found that they were a touch too much inboard. A strip of 3/64in plasticard was

RLM 02). The nose ring (that was cut from the right-hand fuselage front) was then glaed in place and sanded so as to produce a smooth joint. The rest of the engine area was masked off with Blu-Tac and the ring was sprayed in the camouflage colours, and given a coat of clear lacquer. Each machine gun barrel was painted black, and when dry rubbed down very gently so as to allow the metal to just show through and accentuate the cooling holes. These were then carefully glued in place, taking care to ensure that they were aligned correctly. The fronts of each small nose intake, cartridge ejection chutes, and other 'holes' in the fuselage were simulated to be hollow by applying a touch of black:

Stage 7: Final Touches

The undercarriage legs, torque links and covers were removed from their sprues, cleaned up and painted RLM 02 Grau with



A close-up of the undercarriage log showing the brake line

made to fit along the kit exhaust (part D8) and glued on. The exhausts were painted dark earth and dry brushed black. The underside of the glare shield was painted dark grey (any dark grey will do, as it will hardly be noticeable) and the two glued together. Once the joint between the shield and exhausts was sanded down, they were painted RLM 78 and black respectively, and glued onto the engine, being careful to check their alignment. The row of ignition wires was made from brass wire, washed in black, and glued into position. Lengths of a thicker brass wire were brushed RLM 02 and left aside, There were short lengths of pipe (attachments perhaps) that were of a slightly thicker diameter and the colours of which are purely subjective. These were made by painting strips of paper 02/blue/02 and brass/blue/brass. These were cut into short lengths and glued around the respective pipes.

A few of these were glued around a length of the pre-painted wire that was to be the most visible curved pipe, and the whole thing was glued in place. It was important to bend the wire into shape as near as perfect before attaching it at both ends, and always drill holes where practicable. The pipe that led forward from the coolant beader tank was the next one to go in. The circular oil tank that was positioned around the very front of the engine would have been hardly visible, so I opted not to scratch-build it. All the other wires and pipes were derived, as far as possible, from references and added as was the lower engine bearer support, which was made from brass wire (painted



A prote of the starboard nose showing the fading of the paint to good effect

the outside of each cover being RLM78.

The section of each leg between the torque links was painted chrome silver to replicate the polished surface. The legs were then assembled and attached to their covers. According to my references, a brake line ran down the front of each leg and these were made by rolling a length of tine brass wire under a steel rule in a to-and-fro motion until it was straight, chopping it into the required lengths and supergluing onto the legs. The undercarriage units were attached to the wings using Plastic Weld, taking time to ensure that they were in their correct attitudes.

The tailwheel was painted RLM 02 with a Tyre Black tyre and glued into position, with a little twist to the side. The flattened resin wheels were cleaned up to remove the faint moulding seam and drilled out to accommodate the undercarriage leg attachment lug, Mandrels were then made from stretched sprue and the wheels



The detail in the cockpit and wear on the wing root are clear in this view. Note also the continuation of the camoullage schoole on the campy framing

impaled on them. This allows easy painting of the wheel units and fairly good circles can be produced by holding the brush stationary and twisting the mandrel. In this fashion, the wheel hubs were painted black and the tyres painted tyre black. After a light dry brushing with light grey mixed with a little RLM 79, the wheels were glied onto their respective lugs ensuring that the flats rested on the ground properly.

The propeller parts (each blade being separate) were cut from their sprues and the moulding seams sanded out. The cannon barrel was drilled out and the two spinner parts were held together with Hlu-Tac. The spinner was painted black and the blades RLM 70 Schwarzgrun. Once dry, the spinner was assembled and attached to the fuselage using a tiny drop of superglue.

The tropical filter was glued to the air intake on the cowl and a pipe was added onto the inside of the lower cowl. Attaching sheets of self adhesive acctate with each canopy section marked out. These all have to be cut out (I used a scalpel) and placed on the canopy with a light pressure. They don't conform to complex curves as Parafilm M does, but for a '109' canopy being all more or less flat, they work fine. The canopy was then given two coats of RLM 02 followed by RLM 79 Sandgelb.

RLM 80 Olivegrun was then sprayed on here and there to simulate the continuance of the camouflage scheme and the aileron mass balances were painted RLM 78 Hellblau and attached.

I chose to relegate the kit fuel tank and rack in fayour of Verlinden replacements. The 66 Imperial gallon (300 litre) auxiliary fuel tank and rack came from their useful set 'Me-109 underwing stores' (set number 1321). These items were easily assembled, although the supports on the rack were a little fiddly, painted RLM 78, weathered a



little Rub'n'Buff while the cushion was painted a dark red brown. This was then attached to the centre canopy section using good old Clearfix.

The nicely moulded and painted threepiece canopy was then glued on, again using Clearfix, and left to dry. Two small angled braces in the upper corners of the forward part of the canopy were made from brass wire, and held in with small drops of Clearfix. The navigation light areas of the wing were painted silver, and a section of stretched clear sprue was glaed into each of these to simulate the bulbs. A drop of Clearfix was then applied to each light and coloured using Humbrol clear tinted enamels: the right-hand one being green, and the left-hand red,

Finally, the aerial wires and canopy lanyard were made from finely stretched sprue and fixed at their ends using tiny dabs of superglue.



A side view of the completed model (unfortunately, the fading isn't too slear here)



And a view of the other side

this to the nose would have been very fragile on its own, so two small strips of paper were glued on as though they were hinges. After painting the inside of this part RLM02 and weathering with a black wash, each 'hinge' was glued to the underside of the nose with superglue. With a little effort the correct droop angle of this part was achieved because the superglue stiffens paper. resulting in a fairly robust joint. The end of the pitot tube was painted silver and the remaining portion in the camouflage colour, as was the aerial mast, and these two parts were attached to the airframe. The insides of the radiator flaps were painted RLM 02, and they too were glued into position.

The upper cowl panel was attached with care using superglue, making sure that it was at the right angle, and a bracing rod was made from brass wire. The seat belts were added from an Eduard set, and the control column was glued in.

I chose to use Birdman canopy masks, which worked very well, Basically they are little, and finally glued in place on the underside of the model.

That near but tiny resin Revi C/12D gunsight was painted black while still on the mounting block. Once dry, it was carefully removed and glued onto the instrument panel (in its offset position) and touched up a little where the mounting block had been. A little Rub'n'Buff was applied to highlight its detail and the cushion was painted dark earth.

The whole model this far was looking good, but the paint finish did not look as fuded as I wanted it to be. Chalk pastels would be just the way to simulate this but they don't adhere well to a gloss finish so the whole model was given a coat of matt (AeroMaster) acrylic varnish. When dry, a white chalk pastel was sanded until it was a fine powder and brushed on until the required 'faded look' was achieved. This was also repeated lightly with a pellow pastel, and exhaust and gun smoke deposits were made in the same manner, but with black and burnt umber colours. Some wear was applied to the model around various panel lines and wing roots by using Rub'n'Buff, and the whole model was then given another light coat of matt varnish. This coat was important because pastels and Rub'n'Buff are semi-permanent and will eventually wear off with time.

A small rectangle of clear acetate sheet was 'Clearfixed' onto the top of the sight to replicate the glass. The armoured headrest was painted RLM 02 and weathered with a

Conclusions

I can honestly say that I enjoyed this project enormously. The combination of an excellent kit and the Hi-Tech accessories is, in my opinion, a great one. That said however, it was a shame that some of the resin parts (namely the control surfaces) were too small and could not be used. I can't say whether this was a one-off with my set, but it appeared that the control surfaces had shrunk after their moulding.

If you can either settle for the kit ones (which aren't at all bad with nice thin trailing edges) or obtain a set from other after-market manufacturers, this will present no problem at all.

I think that the cracking engine and cockpit make up for this, although the cockpit needed some work in order to get it to fit correctly. The detail of these parts was excellent and the cockpit is more or less an essential as the kit one is quite bare.

If you really want to go to town though, and improve on the project, the inclusion of Eduard's etched set will add that bit more again. In particular, their instrument panel (with acetate backing) and radiator flaps with interior rib detail would help to make the definitive Bf 109 replica. As always with our hobby, taking time and patience with this project were paramount, but well worth it, and the end result speaks for itself.

With the kit and the Hi-Tech set costing around £15 each, the value for money is fantastic, and gave me many hours of enjoyment. It provided a bit of a challenge, but in all was fairly straightforward, I have no hesitation in recommending this project to all modellers except the complete novice,

Nick Q. Wigman

Beferences

- Messershmitt Bf 109 at War by Armand van Ishroven
- Great Aircraft of the World, Marshall Cavendish Limited, 1988
- Messershmitt Bf 109 Luftwaffe Fighter, WWII Living History Series, Airlife Publishing





The model definitely captures the sleek lines of the real thing. An interesting project with a great end result. Now to make a desert dicrama!

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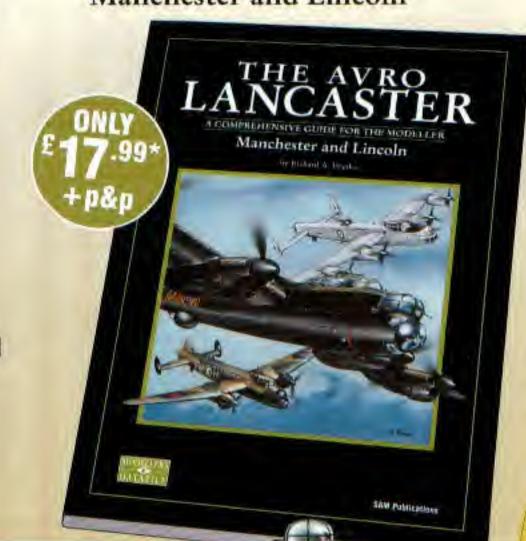
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SAMMULTE



History

The Gloster E,28/39's place in history is assured, as it became the first British aircraft to fly under jet propulsion when it flew at RAF Cranwell on the 15th May 1941.

The Kit

There have actually been quite a few kits of the E.28/39 over the years. Most of you will know the Frog tooling in 1/72nd scale, as this has been around under many labels over the past 30 year. The problem with the Frog kit is the cross-section of the fuselage, which is far too great in 1/72nd scale and

Technical Data

Giester E.28/39 Whittle Scale: 1/48th Price: £34.95

Panel Lines: Recessed v Status: New Tooling v

Type: Resin, White Metal & Vac-formed Clear Parts: Resin 7, Metal 16, Vac-form 2

Decal Options: N/A Manufacturer: Area Products results in a distinctly 'tubby' looking model (I know how it feels!). In 1/48th scale there was a resin kit by the Japanese firm of TryAngle that was released back in 1987. This kit is now a collector's piece, and anyway it has been surpassed by the subject of this article, the latest kit from Arba Products.

This kit comes in a stout cardboard box, that has a photo of a built model on the top. This is the 'style' of all Arbas kits, but when shelling out £35, it does sometimes make you winder about the quality of the product inside. There is no worry with this model though, as a quick look inside the box reveals some of the best resin castings. I have seen from this firm. All the main resin assemblies are separately packed in snap-lock bags, as are the small number of white metal components and two vac-formed canopies.

The instructions are two A4 pages of photo-copied text, plus another page that offers some plans and detail notes on the various 'evolution' of the design. All of the assembly notes are in text form only; there are no diagrams to help you.

Scale Avertion Hydeller Externationa: - August 2000

Construction

Usually with a resin kit you expect to do a lot of cleaning up to start with. Cutting off pouring blocks est is all part of the resin kit assembly process, but with this kit, there are none. The wings, two-part fuselage and vertical fin and tailplane assemblies will just need the merest of sanding and that's it. The remains of the pouring block on the rear fuselage half was small enough to be carefully cut off with a knife, and the upper decking bump aft of the canopy, was a good fit onto the fuselage straight out of the box.

This does mean that assembly of the model can be achieved in a couple of hours. But with this in mind I decided to do a little additional detailing in the cockpit interior, as I wanted to pose the canopy open.

Reference Material

There has been a lot written about the E.28/39, and there are some good reference sources as a result of this. For the modeller though the amount of information offered is sometimes of little

actual use, and therefore the titles listed below are offered as the best ones for a modeller that I could find.

- · 21st Century Profile Vol 1 Iss 8
- Aircraft Illustrated November 1969
- · Aeroplane Monthly June 1991

The first source offers the best overall article for the modeller on the subject, and it includes a good cockpit shot of the type in its initial form. The second source offers the best scale plans of the type so far produced, and the final one is a 50th Anniversary special on the type's flight and includes some useful colour profiles and photos, as well as an overall narrative about the type. In 1975 Aeroplane Montily included a selection of colour stills from a 1945 film of the E.28/39 and these included some cockpit shots, but I had decided on doing the kit as the sirframe prior to its first flight. The film stills depict the aircraft as it was towards the end of its use, and therefore the interior details etc are only applicable if you choose to make your model up in that form.







Above: Additional defails were added into the cockpit area of the for

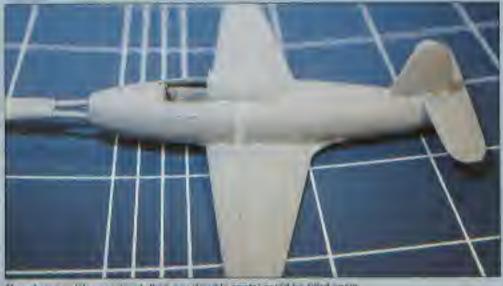


The easiest way to hold the model were via a coopie of lengths of sprite sectional into the air intake.





Assembly of the model, our to the small number of parts, was rapid



The whole model was primed, their any "trauble spots" could be filled again







The initial stages of the filter apposation



Because I modelled the earliest version of the E.28/39, I had to shorten the nose leg also as shown here



the 'metal' linish was a combination of paint and metallic polish



Bare-Metal Foil strips were added to each fuseloge side to simulate the heat-sensable strips on the real machine



Main whenis were soccred with eposy carrieral to ensure a strong join

Gloster E.28/39

Cockpit Interior

This is one area of the model that you can add some detail to, Because of the material used, the sidewall profile of the cockpit is incorrect. The bifurcated air intakes from the nose pass either side of the cockpit tub, but in the nose the thickness of the resin has resulted in curved sidewalls with a step at the top. Study of the few photos of the interior of the real machine will show that the curve and step did not exist. There was no way to get around this, as the carving away of the excess resin would ruin the interior tub, so I opted to add some longerons from plastic strip and the bunch of cables on the starboard side from copper wire. The prominent canopy winding handle and chain on the starboard side were reproduced using a wedge of plasticard for the back-plate, bent copper wire for the handle, and lengths of fuse wire to represent the chain. The prominent handle beside the pilot's seat on the starboard side is either to change the seat height, or something to do with the flaps (you can see why I don't fly can't you!). This was made from a length of thick plastic rod, slightly bent and then secured into a pre-drilled hole in the cockpit floor. The control column in the kit is not the same as that depicted in photos of the type, as the latter has a round grip, no trigger, a much smaller brake lever and a long upper section before the joint. The chain at the rear of the unit is only encased with a cover at the top, unlike the kit part which looks more like a standard

The W trame added on the rear cockpit bulkhead

my attention now turned to the final assembly of the actual airframe.

Main Assembly

The cockpit tub was now inside the front fuselage half, and its fit was so snug as to remove the need for any cement. The front and rear halves of the fuselage were secured to the one-piece wing with superglue, and once this was dry, the vertical fin and tailplanes were added. Check alignment of these by viewing the entire model from the rear throughout this

instructions show two pitots fitted; one on either wing tip. For the aircraft in its initial form though, photos show that the pitot on the starboard wing was the only one installed. Interestingly I had a head-on photo of the type that was identical in size to the 1/48th scale model (very useful). This allowed me to measure the pitot's position accurately and it should be 34mm joboard of the wing tip. A suitably sized hole was carefully drilled in the wing leading edge at this point, as later a combination of hypodermic tubing and copper wire would reproduce the pitot tube.

complete with the tyre and wheel. I can't say I like this and would prefer to see the wheels as separate items supplied in resin; because the wheels are moulded with the oleo and mudguard units, there is no gap, and it does not look right. Anyway, I cleaned these parts up, then clamped them into tweezers so that they could be sprayed as well. The vac-formed canopy depicts the later unit with the small bulge in the upper panel. This is incorrect for the early version I was making, and although there is a 'spare' included (nice one Arba), this is the same style as well. No matter, I had to use it and I therefore painted around the frame with matt black, and once dry carefully trimmed the canopy out using (first) scissors and (second) a scalpel. The black paint just helps you keep track of where the edge is, as once you are trimming close to it, the vac-formed details will become so faint that you will over trim if you do not have the painted guide to follow. If I were to pass an adverse comment about Arba, it would be that their canopies suffer with an odd, and very annoying tendency. That is that the frames are lovely and clear, while the panels (which you want nice and clear) are rough! With my canopy out of ita vac-formed surround, I carefully trimmed the windscreen and sliding portions apart and then masked the panels with Parafilm-M. The interior of the canopy is masked with Tamiya Masking Tape to ensure

WWII fighter control column. No matter, I had nothing to replace it with, and therefore 'carried on regardless' The instrument panel is white metal and if you add any longerous don't forget to keep test fitting the panel to ensure it doesn't foul the longerous.

I installed the cockpit tub into the nose section at this stage and added all the details listed above permanently. The instrument panel does not fit far enough forward really (looking at photos of the real aircraft), but that may have been my error. The gap that resulted behind it was easily filled with PVA wood glue and the two prominent grab handles either side of the top of the instrument panel were added using copper wire. The pilot's seat is a little gem, with excellent moulded seat harness detail. This would be painted separately and added a lot later though, so

assembly stage, otherwise you run the risk of having a tail that is twisted.

Well, believe it or not, that was
the main assembly stage, as now you
have a tiny, tubby little aircraft. The joints
were all subject to filler, and I must admit
that the amount used was not excessive for
a resin kit. Once this had dried overnight it
was wet sanded smooth. The entire model
was now sprayed with Halfords Grey
Plastic Primer and then subjected to a
detailed inspection. Any of the joints that
needed further filler and sanding were
dealt with, and then the model was lightly
primed again.

Because I was depicting the aircraft in its initial form, the camera bulge on the port wing tip was cut off, as it was only added later in the type's life. The

Painting

As I said at the start, I had opted to finish this model in 'bare metal' with those thermo strips down each side. Now was the time to prepare the model for painting, and the first task was to prepare the white metal undercarriage doors and also legs, as well as the vac-formed canopy.

With the former items they need to be cut in two, as they are moulded in the 'closed' position. Once this is done they were attached to strips of masking tape on a rod so that they could be sprayed. The oleo legs are supplied as one-piece units. that whilst spraying the paint does not ingress inside your canopy and ruin it.

Now it was time to paint. The entire model was already primed, so it was now sprayed with Tamiya Matt Aluminium. Once this was dry a little dark grey was added to some more Matt Aluminium and all the panel lines, plus some panels and the control surfaces were resprayed. Finally the entire model was given another very light 'mist' coat of pure Matt Aluminium to tone down the 'shadow shading' previously applied. The entire cockpit interior, as well as those undercarriage doors and canopy were also sprayed Matt Aluminium. The oleo legs however were sprayed with Tamiya Silver Leaf (TS-30).

Once all this was dry the instrument panel was painted Matt Black and the wheels were reinstated in Tyre Black

(Xtracolor X505), With the instrument panel dry, all you have to do is use a scalpel blade to scrape the paint off the raised dials and this will bring the whole panel to life. A wash of thinned black was applied to the oleo legs once dry in an attempt to add some relief and overcome the moulded-as-one look. No washes were applied in the cockpit, as I thought it looked OK as it was. All the panel lines were now lightly scribed with a scalpel, and a wash of thinned black applied to highlight them. I also opted to add some metal effect to some of the panels and therefore used some Rub'n'Buff Silver Leaf to achieve this. Masking the panels out first with Post-It Notes and masking tape, the Rub'n'Buff paste was applied and then gently buffed. The front engine ring was highly polished, while the wing and tail panels I had chosen to do in this manner, were only lightly buffed. The end result. was quite effective, although with the next bare metal aircraft I build, I will use a combination of the new Alclad II. acrylic paint and Rub'n'Buff.

Final Touches

Once the model was completely dry (I actually left it all week), the final task before all the detail parts were added, was to reproduce the thermo strips down either side of the rear fuselage. I had already



The A' frame added on the rear cockpit buildread

the length by fifteen to get your fourteen lines:

With this done the canopy was secured and I am pleased to see Arba adding a little step at the canopy edge, so that the vac-formed canopy will easily attach to it. The seat had already been painted and given a wash of black to bring out the moulded detail, so now I needed to install it. If you look at photos of the aircraft in its initial form you will see that the large padded headrest depicted in this kit was not installed.

Instead there is an 'A' shaped framework and a tiny headrest cushion on the rear bulkhead. To reproduce this I made the frame from strips of plastic and the cushion from a little blob of Blu-Tack. The seat belts actually attach to the cross beam of the 'A' framework, and as those on the kit's seat are moulded going over the back. I simply extended them using strips of the aluminium tape. With this all installed and painted the sliding portion of the canopy was tacked in

now a lot shorter.

The pitot was made from a 0.2 x 10mm length of hypodermic tubing from the Minimeca range, into which was slipped a piece of copper wire. The whole assembly was glued into the hole drilled in the port wing leading edge, and then it was painted Matt Aluminium. Note that the copper tip of the pitot should be left unpainted as a real pitot tip is heated and made of copper anyway.

The final detail to add was the exhaust pipe, which was painted with Gunmetal from the Humbrol Metal Cote range, then lightly buffed before being glued in position.

Conclusion

I know I opted for a simple scheme, and did not need to hunt for suitable decals, but nowadays even prototype 'Ps' are not a problem as both Joe's Models and Fantasy Printshop are offering them in decal form. I am quite happy with the end result, but I would point out to you that even with the shortened nose oleo leg, this model only

just sits on its

undercarriage. The slightest jolt and it tips slowly onto its tail. For those of you making the model with the long stroke nose oleo, I would strongly advise you to drill out the nose area somewhere and add in some weights.

Arba have done a good job
with this model and
considering its historical
significance, I can see it being of
interest to a great number of you. The
improvements in the resin casting, and
the ease of assembly are great to see, all
that needs work now are those canopies.
All in all a great kit of a neat little aircraft.

My thanks to Arba Products for the review sample.

Richard A. Franks

tape is available in all DIY shops and is used to repair things like pipes etc. It is much thicker than Bare-Metal Foil, and that is why it is good for the thermo strips on this model. If you look at photos of the real aircraft, you will see that the strip seems to be in fourteen segments. To reproduce this I cut the lengths of aluminium tape, then secured them onto the side of the model. Taking a scalpel, I used the back of the blade to score lines on the tape, and in so doing I

created the 'segments'. To achieve the

correct spacing of these the strips have to

be measured and then you have to divide

decided how to do this (that is why I

made by Sellotape, This

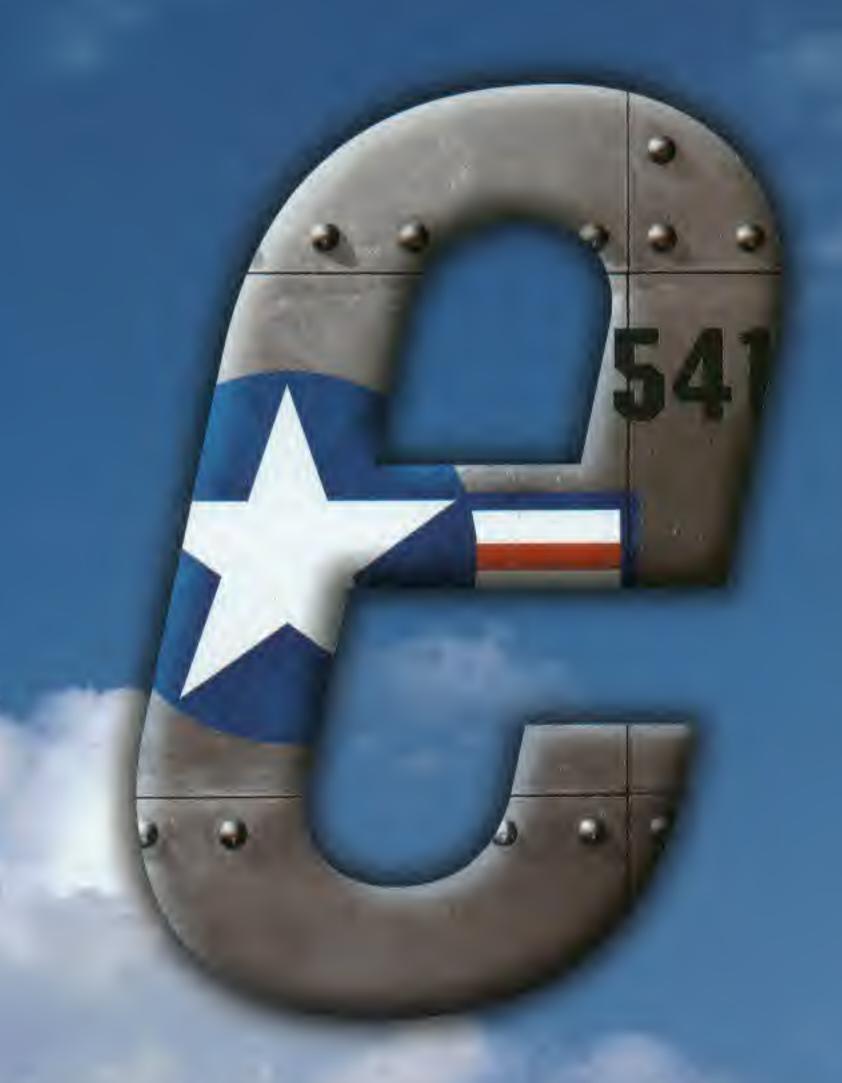
opted for the scheme) and so I cut thin strips of self-adhesive aluminium tape



The pilot added to the leading edge of the port uring was made of Minimeca tubing and tirace wire

place and the undercarriage doors and oleos were installed. At this point I remembered that the nose leg was a shorter stroke than that depicted in the kit, and so all I did was cut the square block off the top of the nose oleo leg, then drill a hole in the top of the nose wheel well. The s

of the nose wheel well. The shortened oleo was then superglacd in position and was Gloster E.28/39



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History

It is amazing to think that just two years after World War II as Chuck Yeager was just about to break the sound barrier in the Bell X-1, the USAF was starting the development of a set of specifications which would lead to a bomber capable of supersonic speeds carrying tactical nuclear weapons with intercontinental range. The prototype B-58 Hustler first flew on 11 November 1956 and was followed by 30 pre-production models. (Can you imagine building 30 Eurofighter Typhoons for test purposes?) These were followed by a modest production run of a further 86 aircraft.

The Hustler was definitely an attractive aircraft with its large delta wing, and wasp waisted fuselage with four massive J79 jet engines in pods under the wings. The crew of three were seated on encapsulated ejector seats as at operational heights and speed a conventional ejector seat would not guarantee a survivable ejection. The payload was carried in a number of different pods under the fuselage and these could contain either fuel, fuel and weapons or reconnaissance cameras and fuel. For self defence a gatling gun supplied a sting in the tail. Due to high operating costs, the Hustlers

were phased out of service from November 1969 and now there are few survivors, all in museums in the United States.

The Kit

First released in the early 1980s this kit is typical Monogram, presented in silver plastic, and boy what lot of silver plastic there is in this box! It features mostly raised lines for details with only the control services featuring recessed engraving. Details in the undercarriage bays and front cockpit are very good. though unfortunately there are no details supplied for the navigator or defence operator's cockpits. The large and complex undercarriage is well thought out and there is a choice of payload pod, large or massive? You also get four free-fall nuclear weapons to fit on bomb racks either side of the pod. The instructions are also typical Monogram, clear and concise with painting notes as construction proceeds. The decals are unchanged from the original release featuring markings for 59-2458 the Bendix and Bleriot Trophy winner which is on display at the USAF Museum in Daytona, Ohio.

Research

Before you start cutting, gather together as many photographs and as uch information as you can. Now at this point I normally would outlay vast sums on books but this time I thought I would try the dreaded Internet. Now most computer people will tell you there is nothing to be scared of, but I was not convinced. At my local library they held a free Internet

starter session, after this there was no stopping me. Most systems feature a search facility, type in a subject 'B-58 Hustler' and up comes a number of sites. I started with the B-58 Hustler page which is very informative and features links to other sites with information on the Hustler, Next stop the USAF Museum web site from which I printed nearly thirty pages including eight cockpit shots. The



Examples of pages obtained from the listernet

next web site was really outstanding: the ejection seat site lists seats and to which aircraft they are fitted. Once you select a seat you get detailed photographs and descriptions of the seats' operation. I now printed off eight pages on the unique Stanley capsule system from this site, and had more than enough information to start building.

This is a stage that you cannot rush as natural metal finishes show every mistake. Like most older Monogram kits, the Hustler features mostly raised panel lines; though these are well done I felt that it would look odd against the rest of my collection which is mostly Tamiya and Hasegawa kits with recessed lines.

Now rescribing takes time; this kit took about a week and a half to rescribe amd I tended to do mine in my lunch hour at work so I could do more interesting bits in the evening. First rub down the raised line with fine wet and dry paper. This will leave a dark line of silver plastic (on other colours spray with grey primer and then rub down for a similar effect). Now to rescribe I use either an Olfa P cutter or Bace-Metal Foll's scriber, I also use a selection of Eduard templates, metal ruler, old credit cards and

old credit cards can be cut up to get into odd angled areas and the Dymo tape is used on concave and convex surfaces as it is sticky on one side and it can be stuck to the plastic and then removed. This keeps both hands free to hold the part and the scribing tool. Once the model is rescribed I give the parts a coat of grey primer to locate any errors. I normally have two types: ·1. Missed panel line or

Dymo name badge tape. The

not complete panel lines which are easily rescribed.

-2. Over-scribed lines where I have gone too far over the panel junction. For these I

too far over the panel junction, For these I use Pental Micro-Corrector, This is like Tippex and is applied via a thin metal tube. This enables you to accurately place the fluid into the incorrectly scribed detail, When it is dry sand it with fine grit wet and dry.

Once happy with the results, you can now start with the fun part, building the kit.



Top of the fuselage is to be engraved, the bottom section has been engraved and primed



The largest sink hole on the tail, there were others on the fuselage

Construction

As is usual I started with the cockpit. This was painted in several shades of grey with switches and dials picked out in dark grey, black and yellow. The instrument panel is then glued to the rest of the tub (make sure it's gloed well as mine has now disappeared into the fuselage). The ejector capsule is well executed but I removed the seatbelts and replaced them with spare brass examples, It is not worth going too over the top as the view into the cockpit with the seat installed is severely limited. I deviated from the kit instructions which show the installation of both the nose and main undercarriages to

sub assemblies. There is no reason why these cannot be left off until the end of construction. (I also left the nose probe off until the end as I was sure I would beak it at least 10 times if fitted). The forward fuselage is now joined and the first major area for filler appeared. This is a 7' join and I could not get a good join on both sides, so a long roll of Milliput was placed along the join. This is then wetted and smoothed into shape. After leaving overnight to set, I then sanded the join smooth and any missing panel lines were rescribed. Just to be sure, I added some fishing weights to the nose to prevent the model tail-sitting. The wings,



Dyno tage is used to guide the scriber on curved surfaces

Preparation

There are a number of moulding flaws in

the plastic which require attention, the

worst being on the canopy hood and by

the rear gun control radar. These were

given a number of coats of superglue

treated with accelerator. Once hardened I

sanded back to the fuselage shape using

progressively finer grades of sandpaper.



After filling with supergive and sanding down, no trace of the sink marks can be seen



Sink marks on the top of the canopy



Louds of filler on the fuselage join



The worst join, jots of filler and sanding was needed for a good linish



More filter on the underside join. I also filled the holes for the bomb racks supplied in the kit

The unique ejection capsule with Reheat brass bells

though big, fit well and it is easier if you join the top wing to the fuselage and then attach the bottom wing. The tail area leading down to the cannon does not really represent this area very well, as the real thing did not feature the large ridges moulded in the kit. I sanded down the ridges to a more streamlined look, I also drilled out the cannon barrels with a mini drill. The large tail is now attached and I could not get a reasonable join between this part and the wing/fuselage. In the end I broke it off again and carefully sawed through the locating plugs. This enabled me to get a better join, and then loads of superglue and Milliput were used to fill the join.

I spent three nights sanding, filling, sanding, filling etc. etc. etc. I still wish I had put even more work into this area but the

edition's deadline was approaching (that's my excuse!) The undercarriage was now assembled and provides a good representation of this complicated area, though after painting eighteen wheels my eyesight is not what it once was. A tip provided by one of my club members was how to do the landing lights. These are too large for mini drills, but a large wood drill gave a nice bevelled effect which was then filled Humbrol Number 11 (Silver Fox) (You are showing your age here David, that colour has just been called 'Silver' for years! - Ed) and then glazed with Krystal Klear, I also used Reheat's Data Placards on the aluminium painted legs to add a touch of reality. At this point, I painted the main assembly as I thought it would be easier than working around the payload and engine pods.

There are two types of payload supplied in the kit, the absolutely massive two component pod which was a combined fuel and nuclear weapon system (the larger fuel pod was dropped once its contents were used leaving the smaller weapons pod for the run into the targer). The other pod supplied is the smaller weapon pod and this was my choice. This is assembled from 4 pieces and attached to the centreline stores station. Now the four engines were assembled and the front air inlets were painted white before assembly as once the centre cone is in place this area is hard to get at. It is a big help to have access to a colour photograph of a Hustler as there are a number of different shades of metal present on each pod which will need

to be represented.
The fit of the engine pods is aided by each having a different spacing of the locating tabs which stops you from putting the pods on the wrong station. The fit of these pods to the wing is not as good as I would have liked

and the fact that I had pre-painted prevented me from tidying the joins as much as I would have liked. (Should I always build two kits-one to muck up and the other to be perfect!) The large windscreen was now fitted and I replaced all the other transparencies with Kristal Klear as the ones supplied in the kit sat too far back in their holes instead of being flush with the outer skin of the fuselage. At this point I prepared the kit for decalling but for this article I backtracked to the painting.

Painting

With a metallic finish I use Halfords
Aluminium as an overall base for my
finishing (I must get that airbrush, it will
save me pounds and bankrupt Halfords!) I
now use a number of different methods to
get the different tonal effects of a natural
metal finish. The first is rub and buff silver
leaf available from art shops. After masking
a panel with Tamiya tape this wax cream is
applied with an old T-shirt; after 5 to 10
minutes, I then buff up to a realistic metal
finish with a clean part of the T-shirt. Next a
few more panels are masked off and painted
with Humbrol Silver Fox, and once dry SNJ

aluminium powder is applied with a cotton bud and then buffed with the old T-shirt to create another shade of metal. The third method involves various Humbrol metalizer paints buffed to different shades mostly used on the engine pods. The various black and grey panels are now masked off and painted before an overall application of Aeromaster gloss varnish painted on with a large flat artist's brush. Now the kit is ready for the markings.

Decalling

The kit provides markings for the example preserved in the USAF Museum. This is the record-breaking 59-2458 which won the Bendix and Bleriot Trophy during Operation

markings in the re-issue are sadly exactly the same standard as the original release in the early 80s. Though in register with good colour, they are very thick and glossy and it is a shame that they could not have been printed to the same standard as this company's Pro-modeler range. I felt I had no choice but to come up with an alternative and using the decal sheet from Hobbycraft's 1/144th scale kit I found a subject with that 'hard to replace' SAC band on the nose, This aircraft, 58-2431, was assigned to 6592nd TS during the early 60s and features a large red tail flash. Now where to get the markings in 1/48th. My first step was an appeal to other members of my club which led to some of the

markings

Heat Rise in 1961. The kit's





Two pads are supplied in the bit, I fitted the smaller weapon pad which can be seen also modified at the top of the larger TCP pod



This photo gives an idea of the scale of the kit - that is a pound coin being dwarfed by the engine pods. Note the different gummetal panels and the stencils from the spares box



The hit features two crude pitot tubes on both sides of the riose. I replaced them with serofoll shaped strut and steel surgical bating



These look a lot better than the kit items

being donated. I then approached the IPMS/UK decal bank which operates an excellent service to IPMS/UK members and for a nice letter and a few stamps I received most of the other markings I needed to complete my chosen acheme. I purchased Xtradecal yellow, red and black striped decal to make up the walkways, re-fuelling guides and the stripes on the engine pod. A braver man would have masked off and painted the fin slash but this coward. wanted an easy way out. Using a photocopier, I enlarged the Hobbycraft decal sheet and therefore had a paper template which I glued onto thin plasticard. By cutting this out, I had a rigid template to use when cutting out the arrow design from a sheet of Insignia Red decal. This was applied to the fin with plenty of Micro Set and Sol and when dry the serial number is

was now given another coat of AeroMaster varnish to seal in the decals.

The Final Bit

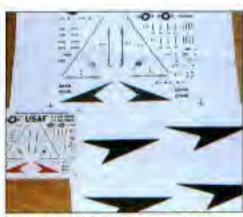
The model is now complete but it was time to add some weathering using black acrylic paint thinned to a light black wash which was used on the gaps between control surfaces and over the engine exhausts. Do not overdo the weathering as most pictures show Hustlers stayed in excellent condition. At last year's nationals I purchased an MDF (Medium-Density Fibre Board) arrow-shaped base for £1. This seemed made for the Hustler so I gave it an overall coat of Gunmetal



Masking all individual panels before applying rab'o buff.



The flash from red decal with the social numbers applied on top



The photocopied decal sheet from Hobbycraft used to make a template for the tail lin flash



The join of the engine pads to the wing could be better than on my model



paint, and once the model is put on it it certainly stands out from other models in my collection.

Conclusion

Well this was a fun kit to build and I had to do more rescribing on this kit than on any other model due to its size.

I am glad that Monogram are reissuing some of their older kits and on later releases due in 1999 they have said that the decals will be printed to a higher standard with the same markings as when they were first released. The only major criticism I have is the high retail price in the UK which seems to vary at different shops. If you want one, shop around, or do as I did and get one straight from the States. If you want one, get it now as this kit is a limited re-issue and it might disappear for another 15 years, once it's sold out.

David Francis

Thanks

To the other members of the IPMS Milton Keynes for their help and especially Senior Master Sergeant T Kolk USAF, RET for buying this kit on trust for a friend of a friend.

Web Site Addresses

The Hustler page --HHTP:/www.teleport.com/~M Brewer/B5d/Index/.HTML

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Part 2. Planning the diorama

lanning a diorama is paramount and needs consideration even before making any part of it. Each part interacts with the other and this can only fully be appreciated by spending some time thinking what to do and why.

As mentioned in part 1 (See Vol 6 las-7), the overall effect and atmosphere are the two most important things to achieve, To a large part, this will depend on the weather or natural conditions of the imaginary or true scene to be created. One of the first considerations to be determined in the planning stages is whether the ground is 'hard' or 'soft'. 'Hard' surfaces include tarmac, desert/beach, summer grassy surfaces, flight decks, runways and so on, 'Soft' surfaces include fresh snow, water, and mud. The condition of the surface is important because if soft for example, the aircraft and accessories would sink lower, maybe even submerge if water was chosen. If a anowy scene were chosen, there would probably be footprints and maybe tyre tracks. Once this has been decided, it is then necessary to imagine how this would influence the aircraft (asthis is the centrepiece of the diorama) then the accessories. This partially depends on how the aircraft got into this environment; For instance was it shot down, crashed, landed etc. ? If the aircraft crash-landed on a hard surface, it would be more damaged and dented than if it crash-landed on a softer one. To a large extent, the condition of the aircraft depends on the situation and 'ground' surface. Other questions include what would the attitude of the aircraft be? Upside down or nose down? Was one wing. broken off? Did the pilot just lose his way and run out of fuel with no damage to the aircraft? It can be fun just thinking about the possibilities! Until the surface has



Two abandoned German lighters



Two German airmen chat next to an Albatros C.III



An abandoned Fw 190. Note the missing panels

been decided upon, it is advisable that the model not be started, as its construction is affected by its condition in the scenario.

Once the modeller can picture the aircraft in situ, the accessories then need to be considered. Accessories include figures, trees, oil drums, maintenance equipment, chairs, tents, crates etc. Once again, references can be invaluable in deciding what accessories, if any, the modeller wants to include. If desired, various accessories, areas or minor details can be drawn out from a number of photographs and included in the diorama, thus combining a variety of features.

In short, consider the 'ground' surface

first, followed by the condition of the aircraft, then what accessories are to be in the scene, and finally how all these factors interact with each other. If figures were to be included, would they be stood as if they were chatting, or inspecting a damaged aircraft? Once the overall scene is set and the interactions between its parts has been determined, it is then time to start making the diorama. The next part of this series will look into adapting the aircraft to suit the scenario.

by Nicholas J. Wigman

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Lockheed P-80/F-80 Shooting Star

by David R. McLaren

Price: £19.95 (\$24.95) ISBN: 0-88740-907-5 Publisher: Schiffer Publications Format: 21.5cmx28cm, 164 page, laminated

care cover

This title has been passed to us for review by this publisher's UK representatives (Bushwood Books).

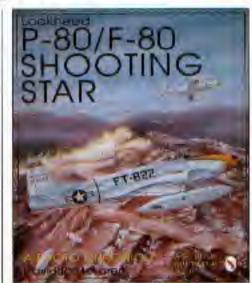
This title offers a wealth of photographic coverage, coupled with a clear and very concise narrative history.

The chapters deals with the design of the P/F-80, its initial deployment in the USA, test

airframes, deployment in Europe and the South Pacific, reconnaissance missions, USN use, aerobatic teams that flew the P/F-80, service in Alaska, the Air National Guards, the Korean War, Air Force reserve squadrons and foreign service.

As you will see the depth of coverage is complete and when this is coupled with all those B&W photos plus 32 pages of colour, it makes for a very useful title on this particular type, If you need to know anything about the P/F-80 series, this title will fulfil your needs. Highly recommended to all,

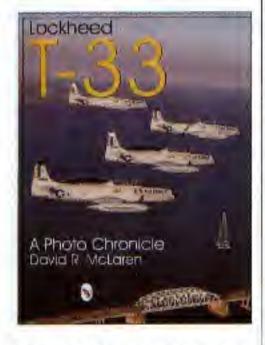
Our thanks to Bushwood Books for the review sample.



Lockheed T-33

by David R. McLaren

Price: £19.95 (\$24.95) ISBN: 0-7643-0646-4 Publisher: Schiffer Publications Format: 21,5cm;28cm, 128 page, laminated card dover



The second title from Schiffer is also in their 'Photo Chronicle' series and it is a follow-on from the P/F-80 coverage, so it deals with

the T-33. The narrative text is once again illustrated with a mass of period B&W and colour photos.

The text initially looks at the development of the P/F-80 into the T-33, but also gives a nice overview of the whole T-33 history with details of the F-94, T2V-1 Sea Star and Skyfox, which were all developed from the P/F-80 design. Other chapters deals with the construction of the type and includes some nice B&W cockpit photos, use in the Air Training rule, foreign operators of the T-33, USAF service in the USA, Air National Guard and Air Force Reserve usage, the Far East Air Force (FEAF) and Pacific Air Force (PAF) use,





USAFE (USAF in Europe) use, a personal viewpoint on flying the T-33, other duties undertaken, civil use, preserved and displayed examples and finally a complete list of all T-33 and TV-2 aircraft built.

Once again this title offers all the information, both historical and technical, that you will need and the mass of B&W and colour photos included just add to the detail, making it 'the' title to have on this subject.

Our thanks to Bushwood Books for the review sample,

Albatros C.V

by P.M. Grosz

Price: £8.95 ISBN: 1-902207-23-8 Publisher: Albatros Productions Format: 21cmx29.5cm, 36 page, laminated card cover.

This is the latest addition to the Windsock Datafile series (No. 81) and has been written by well-known author Peter Grosz,

This title comes in the usual format for a Windsock Datafile and in its 36 pages you get a detailed narrative dealing with the development and service use of the type, coupled with a wealth of period B&W photographs.

As usual, there are 1/72nd and 1/48th scale plans and the final chapter takes a look at the camouflage and markings



applied to the type, as well as listing technical specifications and kits that have been produced of it,

This is another great addition to the series and one which can be highly

ALBATROS C.V By P M Grosz



WINDSOCK DATAFILE 81

recommended to all WWI fans.

Our thanks to Albatros Productions for the review sample.

News

Note: All of the items below have recently been released and are listed for our readers' information. Full reviews of each will appear in a luture edition.

Canav Books

The latest fitte from this Canadian publisher is Canada's Air Force at War & Peace Volume 1. This massive 296 page 23cmx31cm title tras a hardback cover and separate full-colour dust jacket. Inside, well what can we say, this is just full of fantastic photos from WWI to the end of WWII. The title just afters so much that you have to read it to believe it, and it even includes some very interesting 'war b'ophy' shots by aircrew taken in Germany at the end of the war! This title is \$60.00 plus postage.

SA Colour & Markings

Volume 1 Issue 1 of this series on South African carnoullage and markings. has just been released. It comes in an A4 format with 36 pages and a laminated card cover. Inside there are various period photos plus modern computer



generated profiles of the Mirage F.1AZ and Hawker Humicane in RSAAF markings. The title is only available directly from the publisher and it is R115.00 plus P&P.

Ace Publications

The latest 'In Detail' ('Pod Lupa') title from this publisher is on the MiG-21bis 'Fishbed L/N'. II comes in an A4 format with 32 pages and a laminated card cover

Inside there is historical text (in Polish) coupled with masses of period B&W photos, scale plans and colour profiles. A short English summary is also included as well as a list of kits, accessories and decats of the type.



Not really one for the modeller, but as a follow on to their title on The Airports of Prague 1918-1946 that was published last year, this latest title deals with the Airports of Prague 1947-2000, This beautifully illustrated 21cmx28cm title has 256 pages and a hardback cover Copies can be obtained in the UK from Ozech-Six Publications for £21,00 plus £0.60 P&P

Don Minterne

Anyone with an interest in the history of No. 73 Squadron should invest in the two volumes on the subject that Don Minterne has produced. The first volume deals with 1917 to November 1940, white the second covers the November 1940 to September 1943



and a laminated card cover. Inside each is a wealth of operational accounts coupled with unpublished photos and new colour side pr of some of the machines operated by the squadron. You can buy these titles at £15.00 each post free or £25 for the pair. Part 3 (Sept 43 to VE Day) and 4 (May 1945 to March 1957) are in preparation now, with Part 3 due in the Autumn at £17.00, Contact the publisher/author directly for more details.

Classic Publications

The final part of the Luftwaffe Colours series is now available from Classic, This 23cmx30cm title offers 96 pages and a laminated card cover. This fourth part covers the 'Altack in the West - May 1940' and offers the excallent photographs and colour

Bookshelf

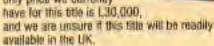
News

profiles that we have seen in the previous three parts. If you like Luftwaffe, you had better get the series!

Istituto Bibliografico Napoleone (IBN)

The latest file from this Italian publisher is all about the Junkers Ju 87 in Italian Air Force service. The 20cm/28cm

service. The 20cmx28cm title offers 64 pages and a taminated card cover. Inside the text and photo captions are in both Italian and English and apart from the mass of period B&W photos on offer there is also a section decicated entirely to modelling the type. The only price we currently



Marc Arys

This author has published an excellent little title on the 20 years service of the Alpha Jet with the Belgian Air Force. This 17cmx24cm title offers 116 pages and a laminated card cover. Inside the English text covers all aspects of the types service including squadrons, cambuffage and



markings etc, plus a nice
'walk around' set of detail
photos and diagrams of the
cockpit Interior etc. A real
must for modellers;
currently the author is
looking for worldwide
distributors of this fifle, so
if anyone reading this is
interested they should
contact him directly at
m arys@skynet.be.

Ventura Publications

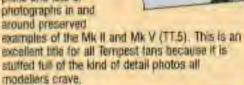
The second part of this publisher's excellent coverage of American Spittire Camouflage and Manongs is now available. This 17.5cmx24,5cm title offers 72 pages and a laminated card cover leside is a mass of period B&W photos coupled with new



colour side profiles and a very informative narrative. A real must for all Spitfire lans.

4+ Publication

The latest title in their WWII Wings Line is all about the Hawker Tempest. This A4 format title offers 36 pages and a taminated card cover, Inside is an excellent selection of period BAW photos coupled with scale plans and lots of photographs in and around preserved.



Squadron Signal

The latest special from Squadron deals with the 357th Fighter Group. This 21cmo28cm title offers 64 pages and a laminated card cover. Inside is a good selection of period B&W photos covering the



Hander Tempest

operational history of the group, along with some of its famous pilots. As usual there is a good selection of colour profiles to illustrate the text.

Airlife

Quite a selection of new titles from this publisher this month. The first is the ninth in the Airlie's Airliner series and it is on the Airbus A320, This 21cmx29cm title offers 128 pages with a taminated card cover. It is packed with lots of

Campini-Caproni

by Gregory Alegi

Price: STBA (L15.000)

ISBN: N/A

Publisher: La Bancarella Aeronautica

Format: 21cmx29,5cm, 24 page, laminated

card gover.

Thus is the fifth title in the Ali D'Italia 'Mini' series and it deals with the rather unorthodox Campini-Caproni.

The text throughout the title is in both Italian and English, and the whole thing is heavily illustrated with period B&W photos. The centre pages offer 1/72nd scale plans of the second prototype. Not many detailed photos exist of the two machines, but this book has some good shots, including some of those taken by the RAE when the first prototype was shipped to the UK in 1943, as well as some shots in the preserved No. 2 airframe that is currently in Italy.

I have always liked the Campini-Caproni and this excellent little title offers the sort of information that has not be available before and for that reason this book can be highly recommended to all Italian sircraft (ans.

Our thanks to La Bancarella Aeronautica for the review sample.



F4F WILDCAT

This latest release in the 'In Detail' series deals with all versions of the Grumman F4F Wildcat, including the General Motors versions.

Colour content in this title has been

F4F Wildcat

by Bert Kinzey

Price: ETBA

ISBN: 1-888974-18-4

Publisher: Squadron-Signal Publications

Format: 21 cmx27.5cm, 80 page, tarrinated

card cover

increased to sixteen pages, three of which offer colour artwork. The text deals with each version of the Wildcat, from XF4F-2 to the FM-2 as well as the French and RN (Martlet) variants.

Each section is well illustrated with period B&W photos, as well as various sets of 1/72nd scale plans.

The photographic coverage is also backed-up with both B&W and colour photos in and around preserved Wildcass in the USA.

As with all titles in the series, this latest





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addition is one which can be recommended

Our thanks to Squadron-Signal Publications for the review sample,

McDonnell Douglas F-4E to RF-4E

Phantom II

Price: £8.95 ISBN: 960-86590-2-7

Publisher: Finatec A.E. (Greece)

Format: 28cmx 21cm, 66 page, laminated

card cover.

Many of you may recall the first part of this Greek publisher's coverage of the F-4 Phantom, which we reviewed last year, well now the second part is available. This 66 page title is all in Greek, but it is well illustrated with both colour and B&W photos, that include clear shots inside the cockpit area.

The story is backed up with colour artwork of a number of aircraft and although the main text is Greek, most of the photos have a brief caption in English.

The language barrier is a bit of a problem to most potential purchasers of this title, but if you like the F-4, I am sure you will find a way around it!

Our thanks to The Aviation Bookshop for the review sample.







Bookshelf

Pe-2

Price: £8.95 ISBN: N/A

Publisher: M-Hobby (Armada Series) Format 28cmx21cm, 48 page, laminated

This is the second part of the coverage of the Pe-2 by this publisher (Part 1 is No. 13 in the Armada series).

in it all of the later versions of the type are covered, using a mass of period B&W photos as well as 1/72nd scale plans. T

The entire text of this title, except the very brief summary at the start and each photo caption which is in English, is in Russian. This does tend to restrict the usefulness of the technical data offered by the title, but the English-captioned photos and all those plans still make it of great use to the modeller.



With the release of both 1/72nd (Zlinck) and 1/48th (MPM) scale kits of this type recently, we can recommend this book to all those making any of these kits, or to Russian aircraft fans in general. Our thanks to The Aviation Bookshop for the review sample,

'Yellow 10'

Price: £TBA (\$30.00) ISBN: 0-9680706-3-1 Publisher: Eagle Editions

Formal: 21.5cmx 28cm, 68 page, laminated

card cover.

This latest title from Eagle Editions takes a very detailed look at a very special Fw 190, namely the Fw 190D-13 currently displayed at the Chaplin Fighter Museum in the USA. The text details the whole story of this unusual aircraft and includes lots of shots of it after capture and in its various stages of deterioration during the 1950s and 60s. The



restoration of this machine and its subsequent display at the Chaplin Fighter Museum are both well covered and the various diagrams. included within the title include all the details relating to the type's original camouflage and markings. The title also takes a brief look, in a similar style, at the Bf 109G-10/U4 Black 2' that was found at Neubiberg and is now on display at the USAF Museum at Dayton, Ohio.

For the modeller this title offers a wealth of information both on the type's construction and camouflage and markings, while for the Luftwaffe fan it is full of great photos, useful technical data and drawings. This is certainly one that can be most highly recommended to all Luftwaffe fans.

Our thanks to Eagle Editions for the review samole.

XF-85 Goblin

by Steve Muth

Price \$7.95

ISBN: 1-930432-01-1

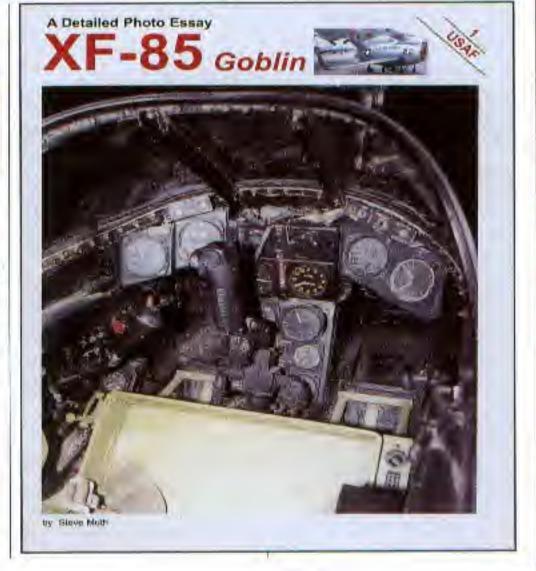
Publisher: Peregrine Publications

Format: 22cmx28cm, 12 pages, larringled

pard cover.

This is the second title in this publishers "Photo Essay" series, and the first in their USAF selection. As with the previous title (which dealt with the Corsair), this one offers twelve colour pages of detailed photos inside and out of the subject aircraft. In this case the subject is the McDonnell XF-85 Goblin parasite fighter, which is displayed at the USAF Museum, Dayton, Ohio. Most of the photos are of the cockpit interior. although the skyhook, transporting trolley and flying surfaces are all dealt with. The photos are large and clear, with no more than three per page. With just thirty-aix photos in total, the coverage is not 'extensive', but if you have either the MPM (1/72nd) or Special Hobby (1/48th) scale kits to build, this title is a real must.

Our thanks to Peregrine Publications for the review sample.



News



colour photos of the type, along with technical data and a brief narrative on the history and development of it. The UK price for this title is £16,95.

Next is Douglas DC-3 - The Survivors by Kengo Yamamoto, This title is in a 23cmc27cm format with 128 pages and a laminated card cover, inside is a

wealth of high quality colour photos of the world's surviving DC-3 and it retails for £16,95

Also available are the third and fourth in the AirlinerTech series and these deal with the Airbus A340 and Douglas DC-6/7 respectively. They both come in a 21cmx28cm format with 100 pages and a larrinated card cover inside there is the usual historical. technical and variants sections and these are all well Illustrated with period B&W photos. Each title is £11.95 in



The fifth new title from Airlife this month is The International Directory of Military Aircraft 2000/2001. This 21cmo28cm title has 194 pages and a laminated card cover. Inside are lists, with technical data. for 310 current aircraft and

helicopter types. All the technical information you will need to know, coupled with a potted history of each type make this an ideal 'quick reference'

book. The UK price is £16.95



The final item from Atrite this month is a reissuo, albeit in paperback, of a very popular title. Wings of the Luftwaffe by Capt Erio Brown CBE, DSC. AFC, RN has been around a number of times in the past, but if you missed it before, now is your chance to get a copy of this very

interesting and useful title. The UK price for this softback edition is £14.95.

Osprey

Four new titles from Ospray this month. The first is the third title in the Osprey Frontline Colour series and It deals with the F-84 Thunderjet Units over Korea It is in a Z I CITOZ ACO TODINA 128 pages and a

laminated card cover. As the series title states, inside is a mass of period colour photos of F-84s in action in Korea and at £13.99 it is a real 'must' for all early jet fans.

Also available is Supercarriers - Naval Aviation in Action by Tony Holmes. This book is also in a 21cmx24cm format with 144 pages and a laminated card cover. Inside is a huge collection



of colour photos of the various aircraft and helicopters that operate on the USN carriers. Each chapter covers a different type, such as the F-14, F/A-1B and EA-6 Prowler along with the AEW and COD aircraft and various helicopters. This book is

News

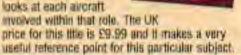


an ideal source for 'weathering' notes on these machines and at £16,99 is well worth adding to your collection.

The third new title from Osprey is the seventeenth in their very popular Combat Aircraft series and it deals with the Ju BB Karnotgeschwader on the

Western Front. This title comes in an 18 cmx25cm format with 96 pages and a laminated card cover, Inside there is the issual narrative history coupled with period photos and ten pages of colour side profiles in the centre. The UK price is £11,99 and this is one I am sure you will want to add to your collection if you already have any of the other titles in the series. The final title from Osprey this month is in the Aviation Ploneers series and it deals with German.

and Austrian Aviation of World War One. This fitte is also in an 18cmx25cm format with 96 pagus and a laminated card cover. The contents are a combination of technical directory and photo reference, insofar as each chapter deals with a specific role, then



Battle of Britain The Photographic Kaleidoscope

by Ditip Sarkar

Price: £19.95

ISBN: 0-95198327-7-X

Publisher: Ramrod Publications

Format: 24cmx17cm, 210 page, hardback

cover with separate dust jacket.

This may be a new publisher to many of you, but be warned that this new title is just the sort of thing modellers are always looking for. The author has compiled a huge collection of B&W period photos in this book, many of which are from private collections and have never been seen before, The text is limited to captions, albeit extended in many cases, to go along with each large B&W photo on each page. Many of these depict the men involved in The Battle of Britain, but there are also a large number of shots of the aircraft involved. There is much reminiscing in this book, with many shots of excavations of crashed aircraft and group shots of the people from this conflict

seen at recent remoons etc, but the bulk of this title is a huge selection of interesting and unusual photos. If I have a down side to report it is the author's insistence on harping on about his previous books, there is not one page where he does not include in a caption the expression ..'during the signing of my eight book', ..., on the occasion of my twelfth book', etc etc. This gets a bit tedious after a while, but if you can edit those bits out as you read, you will find the rest of the captions very informative.

As I said at the start, a 'must' for all funs of the RAF, WWII or just the BofB - superb!

My thanks to Ramrod Publications for the review sample.



The RFC/RNAS Handbook 1914-18

by Peter G. Cooksley

Price: £19.99 (\$36.00) ISBN: 0-7509-2169-2 Publisher: Sutton Publishing

Formal: 20cmx27cm, 210 page, hardback with a separate dust jacket.

This latest title from Sutton Publishing is offered in this 'handbook' style to give the reader a good insight into the subject matter, without claiming to be a definitive guide. Peter Cooksley has compiled the contents in such a manner as to be easy to read and well defined. Each chapter deals with a specific subject, dealt with in chronological order and well illustrated

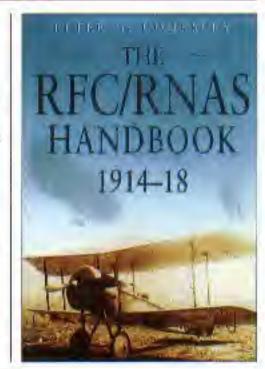
with period B&W photos.

The first chapter sets the scene with a look at the origins of the RFC/RNAS with balloon operations and the use of the Cody kite in the observation role. The effect of WWI on the development and evolution of both men and machines is covered in the next chapter, with a look at lighter than air craft in the next. Airship operations are next, followed by a detailed look at the fixed-wing aircraft operated by both services during the 1914-1918 period. The next chapters deal with the men and machines and this is followed by a brief look at some significant events that occurred during WWI relating to the RFC

and RNAS.

Development of such elements as aerial photography and wireless are dealt with next, followed by a look at the events in the Middle East after WWI and the role of women in the service at that time. As I said at the start, not definitive but a very useful guide to the whole subject of the RFC and RNAS, if you are getting into WWI as a subject I would recommend this title to you, and for those of you already well ensconced in the subject, give it a look, you may want to add it to your library.

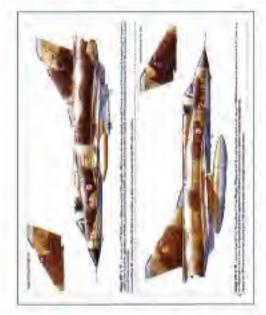
Our thanks to Sutton Publishing for the review sample.



Mirage III The Mirage IIIB/BE & C in the Armée de l'Air

by B. Chenel, E. Moreau & P. Audouin

Price: 495FF (54FF PSP) ISBN: 2-912749-02-6 Publisher: DTU Sari (France) Format: 22cmx30,5cm, 464 page, hardback cover.



Truly definitive guides to any subject are rare but this new title from DTU gets about as close as you can to being a 'definitive' guide of the Mirage III. As the title suggests this book deals with the B/BE and C variants of the Mirage whilst in service with the Armée de l'Air, and although all the main text is in French, the photos captions are in English as well.

It is extremely difficult to condense the contents of this title into the next few lines, but basically it starts with an overview of the design, development and operational deployment of the Mirage III and then goes on to dedicate a single chapter to each of the squadrons that have

operated the type. Each of these chapters is heavily illustrated with colour and B&W period photos, diagrams from the flight manuals, drawings and three-view plans, colour artwork and full colour versions of each squadrons badge.

The final section deals with each user of each version and gives details of the squadron codes and bases from where they operated.

What can you say - superb. The fact that most of the content is in French seems to do little to detract from the wealth of information to be gleaned from the photos, diagrams and colour artwork, so brush up on your French if you like the Mirage III, because you will be kicking yourself if you miss this one. Saying that, DTU advise us that this title will only be available once, as they do not intend to reprint it - go get one?



Our thanks to DTU Sari for the review

Bookshelf

Straight Down!

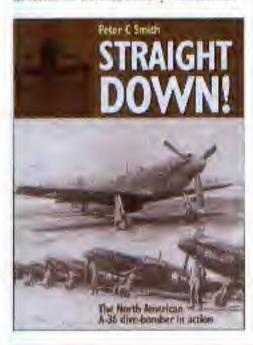
by Peter C. Smith

Price: £19,95 (\$34,95) ISBN: 0-947554-73-4 Publisher: Crécy Publishing

Format 19.5cmx25cm, 258 page, hardback

cover with separate dust jacket.

Many of you will have come across the work of Peter C. Smith before, and I am sure that many of you will also know that he seems for have an affinity with sireraft



used in the ground-attack and dive-bombing roles,

This latest title deals with one of the latter types in the form of the N.A. A-36 Apache. Although the type's use in the role was very limited, the author has compiled a book that is a combination of historical overview and personal account.

All aspects of the type's use by the USAAF are covered, with insights from the men who flew them in combat.





End type: The layer that the part of the p

Tactics, development and operational deployment, all the theatres that the type operated in and even details of the two remaining survivors are covered in the title's twelve chapters.

Each chapter is well illustrated with period BeW photos of the A-36 in action, many of which are being seen for the first time.

A fascinating story of an unusual

aircraft. It is nice to have the crews' views of the type as well as a purely historical viewpoint and this coupled with the photos make it an ideal book for anyone interested in USAAF operations during WWII.

Our thanks to Creey Publishing for the review sample. UK modellers can obtain this title from selected outlets or directly from Creey by adding £1.50 P&P.

The Osprey Encyclopedia of Russian Aircraft

Now, have you ever had one of those titles that becomes a single reference source for all your queries about certain aircraft, well this latest one from Osprey is just that for all things Russian. The sheer size of this title will impress you before you even open the first page, but inside you will find entries for every Russian design. The title is broken down into a list by manufacturer, in alphabetic order. Each manufacturer has a heading, in which there is a brief history of the firm and then sub-headings listing all their designs in date order.

The book is lavishly illustrated with over 800 B&W photos and this is backed up with some line drawings and three-view plans. Technical data and specifications, coupled with a little history



by Bill Gunston

Price: £30.00 (\$49.95) ISBN: 1-84176-095-X Publisher: Osprey Publishing

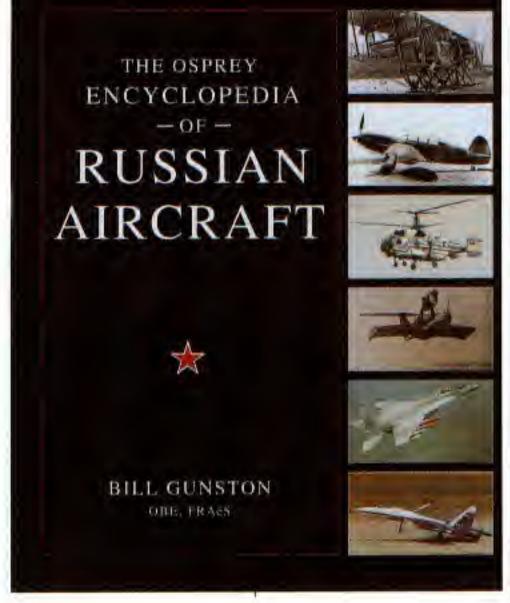
Format: 22cmx27cm, 560 page, laminated

card gover.

for each design means that there will be few Russian aircraft types that you will not be able to check via this book. It is no wonder it is called an encyclopedia, it certainly deserves the name.

Definitely one for all Russian aircraft fans, and with the wealth of somewhat obscure Russian types currently being released in kit form, this encyclopedia will be extremely useful in ensuring you have not oversanded the wings!

Our thanks to Osprey Publishing for the review sample.





Clubs & Societies

Model Clubs and Societies!

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

- IPMS (UK) WEB site at http://www.users.globalnet.co.uk/~ipmsuk. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET, E-Mail sue@ipmsuk.globalnet.co.uk
- AAM/IPMS PORTUGAL. Please contact Antonio Neves Santos - R. Prof. Camillo Oliverira, 86A - 4420 GONDOMAR or Tet: 02 4540525.
- THE ABERDEEN MODELLERS SOCIETY.
 Contact David Robertson, 27 Howes Drive,
 Aberdeen, Tel: 01224 690895.
- ABINGDON IPMS. For information contact Tony Clements on 01235 522893.
- AERO SPACE & VEHICLE Club Wembaume, Nr Weiverhampton. For details contact J. Van-Leerzem on 01384 278600.
- IPMS Avon, Contact Andy Hills (01454 618085) or Phil Evans (01454 652133).
- AVRO LANCASHIRE IPMS. Contact lan. D. Southwood on 01706 224 798 from <mailto:ianD@KSouthwood, freeserve.co.uk>
- BIRMINGHAM IPMS. For more details call 0121 550 0515.
- BAY MODELLERS CLUB, Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-8517 or Email FI-SH@extra.co.nz
- BANBURY SCALE MODEL CLUB.
 Contact Reg Gray on 01295 264875.
- BARNET IPMS. Contact Pete Stern (Secretary) on 0181 449 7854.

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- UMS (UNIVERSITY MODELLING SOCIETY)
 BIRMINGHAM meets every Thursday at Centre 13
 Community Centre, School Road, Moseley,
 Birmingham.
- IPMS BOLTON For more details contact Richard on 01204 699379 or Email ipms.bolton@taik21.com.
- BRAMPTON SCALE MODEL CLUB (Incorporating IPMS Brampton), Contact, Sam-Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs, PE17 5UQ, Tel: 01487 830689.
- IPMS (CANADA) LONDON, Contact Kerry Traynor on 1-519-453-4818.
- CHELMSFORD MODEL CLUB. Please note that this club has merged with the Essex Scale Model Society (see entry elsewhere).
- CHAPITRE REAL COTE (Montreal, Canada).
 For information contact Jean Marc Perreault.
 Tel: 450 659 5241 Email: jmarcp@megaweb.ca.
- THE CLACTON BRANCH of the IPMS.
 Contact Peter Terry on 01255 428653.
- IPMS CLEVELAND. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490569.
- COVENTRY AND WARWICKS IPMS. Contact: Daye Eales for more into on 01926 313330 (phone and fax) or Email: eales inob@aol.com.
- CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Secretary), 45.
 Bodriggy St, Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porhtbean Rd, Newquay TR7 3JE (Tel: 01837 874545).
- DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757875 (Tel/Fax) or Julian (evenings) on 01332 514193.
- IPMS DERBY & DISTRICT. New branch secretary; Jason McWilliam, 36 Matlock Road, Chaddasden, Derby, DE21 4NY
- IPMS-Deutschland a.V. Contact: Günther Lindow. Bergengrünstrasse 5-7, 14129 Berin, Germany. Email: Volker.Helma⊚t-online.de.
- EAST KENT MODEL CLUB meets in Ramsgate, For details contact Stu Davies on 01843 867404.
- EAST MIDLANDS MODEL CLUB. Contact Bordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.
- IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- ESSEX SCALE MODEL SOCIETY (Incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- EASTERN SUBURBS SCALE MODEL CLUB (ESSMC). Box Hill, Vic. Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to; 33 Clegg Ave. Croydon, Vic 3136, Australia.
- "FAMAS" (PRONOUNCED "FAMOUS") journal of the Frog & Airflix Model Aircraft Society. Contact; FAMAS, 35 Resobery Road, Suffield Park, Cromer, Norfolk, NR27 08X.
- IPMS FENLAND/SPALDING MODEL GROUP.
 Contact Mr B. Pickering 01775 710465.
- GLASGOW IPMS, Non-IPMS members wercome. Centact Bruce Smith on 0141 563 2096.
- GLOUCESTER IPMS. Contact Jeff Brown.
 123 Pleasant Way, Beeches Park.
 Cirencester, GL7 1BJ. Tel. 01285 659254.
- GRANTHAM MODEL CLUB. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.
- IPMS GREECE (CORFU BRANCH) Contact 0030 561 41506 or Fax 0030 561 41114.
- GUERNSEY PLASTIC MODELLERS GROUP.
 Contact Dave Nash, 7 Pierre Percen Villa, Prince Albert Road, St Peter Port, Guernsey, GY1 1EZ.
 Tel: 01481 728186.
- THE HARROW MODELLING SOCIETY.
 Contact Roger on 020 89976051 for more details.
- HOBBY DEPOT MODELER CLUB.
 Contact M. Fuller 1524 Est Summer St., Hartford, WI 53027, USA.

- IPMS HORNCHURCH. New Club Secretary;
 Dave Ryan, 36 The Lintons; Linton Road, Barking, Essex, IG11 8HS, Tel: 0181 594 4870.
- ISGA SCALE PLASTIC MODEL CLUB
 Fast Devon, Gostact Mr.K. Sweeting 10, Old B
- East Devon, Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon, EX5 4AD,
- IPMS KENT. For details contact Jim Chapman.
 77 Sutherland Avenue, Petts Wood, Kent. 8R5
 10Y. Tel: 01689 822669
- IPMS KINGSTON (CANADA), Contact Tony on 389 4878.
- IPMS PROVINCES OF FRANCE. The URL for IPMS Provinces of France changed to http://www.multimenia.com/jpmspof/index.htm
- IPMS SOUTH AFRICA. For further details contact Colin Burgess on 011 462 3549 or Email abertm@global.co.za or visit or Web site at www.kimberley.co.za/ipmasa.
- IPMS SOUTH EAST LONDON please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.
- IPMS STE HELENE (Montreal, Canada). For information contact Jean Marc Perreaut, Tel: 450 856 7243.
- IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334; Toronto, Ontario, MAN 2L3, Canada.
- IPMS UK Fleet Air Arm Special Interest
 Group, For more details contact Steve Hubbard on 0208 514 3840.
- IPMS YU-VOJVODINA (Yugustavia), Contact Nenad Miklisev, Bulevar Velijka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia, Email: modelijrt@utt.yu
- LINCOLN MODEL CLUB (IPMS Lincoln).
 For more information, centact lan Crawford on 01522 593380.
- KAIMAI BRANCH IPMS (NZ).
 Contact Peter Cook at brinc-ipinsnz@xtra.co.nz or Tel: 07 5755 517
- KEIGHLEY PLASTIC MODEL SOCIETY contact John on (01535) 665722.
- LOTHIAN MODELLERS CLUB and Edinburgh IPMS. For details contact lan Hanratty on 0131 665 4087.
- MARITZBURG MODELLERS CLUB, South Africa. Contact Andy Williams 0331-961-650 or Alan Farre 0332 306446.
- MEDWAY MODELLING CLUB, Gillingham.
 Kent, Contact Harry Greenwood 01634 829531
 (daybrne) or Bill Clark 01795 426686 (after 7pm).
- MILDENHALL PLASTIC MODEL CLUB: For information contact Peter on 01638 742354.
- MILTON KEYNES MODEL CLUB, Contact Phil Smith on 01906 505986.
- NORFOLK SCALE AIRCRAFT MODEL GROUP.
 For information call John Turner on 01603 890595.
- NORTH ESSEX MODELLERS. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 642694 for details.
- NORTH SOMERSET MODELLERS SOCIETY.
 For more information ring Fred Tooke on (01934) 416798.
- NORTH STAFFS MODEL CLUB. Contact Staten on 01782 618181 or Phil on 01782 544612 for details.
- NORWICH SCALE MODEL GROUP. For more information please contact John Turner on 01603 890595.
- NOTTINGHAM AND DISTRICT IPMS, Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799
- GREATER PETERBOROUGH MODEL CLUB.
 For details ring Jim Sylvester on 01733 571728.
- THE PENSNETT MODEL MAKERS SOCIETY.
 For more details contact John Boucker on 01384 834437.
- PLYMOUTH SCALE MODEL ASSOCIATION.
 Contact Roger Haskell on 01752 267527 after 6pm.
- PMC KOELN E.V., Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruent, Germany or Email: nc-winklemi@netcologne.de

- POOLE SCALE MODELLERS Contact Malcolm on 01202 694037.
- POOLE VIKINGS MODEL CLUB (Incoporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.
- ROBERTSBRIDGE AVIATION SOCIETY MODEL.
 Club. Please contact David Morrice, 27 Derwent.
 Drive, Tunoridge Wells, Kant. TN4 9TB Tet. 01892.
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- SALISBURY IPMS. Please contact: Peter James, "Lithlorien", 18 llyton Avenue, Firsdown, Salisbury, Wits. SP5 1SH. Tel 01980 862403.
- SHROPSHIRE SCALE MODELLERS (IPMS Tellard). Cardact Gary Stevens, & Whitemere Road, Shrewsbury. SY1 3BT.
- SOUTHEND-ON-SEA MODEL CLUB (South East Essex IPMS). Contact Dean on 01702.
 603031.
- SOUTH LONDON SCALE MODEL CLUB. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- ST. EDMUNDSBURY SCALE MODELLERS.
 Contact Rod Jones (Secretary) on 01284 -766104.
- STAFFORD IPMS MODEL CLUB. For information contact; Terry Campion, 3 Leedhams Croft, Waton-on-Trent, Swadincote, Derbyshim. DE12. Tel: 01283 713602.
- STIRLING & DISTRICT MODELLERS SOCIETY
 SAE for programme to W.Wood, 37 Woodlands,
 Sauchie, Clacks, FK10 3PJ, Tel; 01259 722428.
- SUNDERLAND SCALE MODEL CLUB meets in Fulwell, Sunderland, Contact Peter Hall 0191 513 0469 or David Dykes 0191 548 7777.
- SUSSEX MODEL GROUP. For information please contact 01403 782638.
- SUTTON COLDFIELD MODEL MAKERS' SOCIETY

For more information contact Rabert Day, 'Ashgrove', Didgley Lane, Filliongley, Coventry, CV7 BDQ, Tel: 01676 540469.

- TAYSIDE MODELLING SOCIETY. Details from Keith Hard, 38 Ashgrave, Perth. Tel 01736 629565 (Sarry na under 16's).
- THURROCK SCALE MODEL CLUB.
 For more information please contact John Davies on 01375 408895 or Stave Moore on 0706 853139.
- WALLINGFORD (IPMS), For more details contact Club Secretary Steve Levelock on 01235 817948 or George Clark on 01491 201902
- WALLINGTON (IPMS). Contact Steve Lovelock on 01235 817948 or George Clark on 01481 201902.
- WARRINGTON (IPMS). For details contact.
 Dave Foxall on 01925 825619.
- WATFORD SCALE MODEL CLUB. For more information call Nigel Foster on 01582 687210.
- WEST MIDDLESEX IPMS, Contact Les Clancy on 01764 465191 or Tony Horten on 0161 364 3640 for details.
- YORK & DISTRICT PLASTIC MODELS
 SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

- WORLD WAR ONE SIG has a new website at http://www.users.giobalnet.co.uk/~ipmsuk/wings wiresig.htm
- WINGS 'N' WIRES, IPMS World War I Aircraft SIG. Dontact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear, NEZ1 4EY.
- SigPMA A NEW Sig for all those interested in Portuguese Military Aviation, Contact: PO, Box 52054, 4202 - 801 Porto, Portugal, Emal:ruidom@mail.telepac.pt
- ▼U AVIATION SIG, Please note that this group's Email address has changed from modelart@pft.yu to yasig@eunet.yu. The group also has a new postal address; Nanad Midusey, Novosadskog Sajma 16/301, 21000 Nevi Sad, Yugoslavia.
- YUGOSLAV AVIATION SIG discussion board at http://disc.server.com/58276.html.
- HELICOPTER MODELLERS interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact. Peta Tasker. 22 Brookfield, Haslington, Crieve, CW1 SWE.

Events

Events

Scale Aviation Modeller International wit advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is heid, space permitting.

Forthcoming Events

- August 12th. The 2000 'Virginia Shootout'. Salem Cwic Center Salem, VA. For more information contact Jeff Hinches (540)989 7723 or Email JHinchee@aol.com.
- August 12th-13th, Bournemouth Model Speciacular, The Pavillion, Westover Road, Boumemouth, Hants. Contact John Bothamley (01202) 527723 or Email bisp@balloon-arcade.co.uk.
- August 18th-19th. IPMS Regional Model Contest and Swap Meet, Holiday Inn, Mesa, Arizona, USA. For more information contact Dick Christ, Tel: 480 983 7131 or Email delc24@aol.com or Jim Frey, Tel: 623 975 9585 or Email jamescorinnelry@msn.com.
- August 20th, IPMS Avon 11th Annual Model Show, Yate Leisure Centre, Kennedy Way, Yate, Nr. Bristol, South Gloucestershire, Contact Richard Reynolds, 3 Roman Way, Chippenham, Wiltshire SN15 3TJ. Tel. 01249 858 5222 or Email: thephresk@dtn.ntf.com
- **Note New Yerrue**
- · August 21st-22nd, Hong Kong Open Modelling Competition, YMCA International House, Kowloon, Hong Kong. For more details valt the club's website at http://members.hknet.com/--hkssm/
- September 2nd. Birmingham Aircraft Enthusiasts Fair, National Motorcycle Museum, Eickenhill, Birmingham, Contact C, McGuaide 01543 250369 ar Email speedbird707@aol.com.
- September 3rd, Aero Space & Vehicle Club Model Show, The Community Centre, Church Road, Wombourne, Nr. Wolverhampton, West Midlands, Contact J. Van Leerzem, 163 Bells Lane, Stourbridge, West Midlands, DYB 5DS.
- September 3rd, IPMS Brampton Annual Show, The Priory Centra, St Neets, Camoridge (New Venue). Contact Sam Brathy 01467 830689
- · September 9th, IPMS Cleveland Model Show, Priory Social Club, Marton Road, Middlesborough, Contact Mike Burns, 49

Runswick Avenue, Acklarii, Middlesborough, Cleveland TS5 BHY.

- September 10th, Sutton Coldfield Model. Makers' Society Model Spectacular 2000. Contact Peter Haywood on (01889) 578974 or Email p_haywood@madasafish.com.
- September 10th, Sunderland Scale Model Club. 10th Annual Model Extravaganza at the Nissan Social Club & Sports Centre, Washington, Tyne and Wear, Nr. Sunderland, For more details contact Tom Walton on 0191 5656512 or Dave Dykes on 0191 5487777.
- September 16th, 2nd Annual Kalamazoo Air. Zoo International Model Contest and Swap Meet. For more information contact Martin Schultz, 6224 Hampton Street, Portage, MI49024-2528, Tel 616 382 6555. Email martin schultz@attolobal.net.
- September 17th, Modellest 2000 Model Show. IPMS Famborough, Frogmore Community Campus, Yateley, Hants.
- September 17th, Wings and Things 2000, Spaiding Grammer School, Contact Mr Bill Pickering on 01775 710465.
- September 17th. IPMS Fenland & Spaiding Model Club Model Snow 'Wings and Things 2000'. Spalding Grammer School, For more details contact Bill Pickering Tel: 01775 710465.
- September 23rd, Sysamoon 2000, 16th Annual Curtest, PA National Guard Armory, 740 North Hermitage Road, Hermitage, PA. Contact Tim Rester, 4131 Wynnwood Drive, Starptville, PA 16150, USA. Tel: (724) 982 2879. Email: timracecoinfoline.net.
- September 24th. Chiltern Scale Model Show at the Mosquito Museum, Salisbury Halt, Herts: Contact Dr R.M. Wallsgrove, 36 Ver Road, Redbourn, Harts. AL3 7PE, Tet: 01582 792126.
- September 24th. Batton Model Bonanza *Note this event has been postpured due to unavailability of the venue"
- September 24th. Cape God Scale Modelers Association 9th Annual Model Brow and Contest Hyannis Elks Lodge, 852 Bearses Way, Hyannis, MA, USA. For information call Ran (508) 394-5513 or e-mail Richard at mringo@capecod.net
- September 30th & October 1st. Le Maquettes Club Des Mauges. 'Mauges Expo 2000'. Corract La Maguettes Club Des Maugea, Cerrire Social du Verger, 7, rue du Bois Rénier, 49300 Choiet, France.
- October 1st. IPMS Wallingford Model Show at Choisey School, Contact George Clark (01491) 201902 or Steve Levelack (01235) 817946.

- October 1st. Mega-city Model Motor Machess, Scarborough Village Recreation centre, 3600 Kingston Road, Toronto, Ontario, Canada. For more details contact ask@interlog.com (Alex) or rdevans@sympatico.ca (Dave). Tel: (416) 229 2422 (Alex) or (416) 752 8019 (Dave).
- October 1st. IPMS Lincoln/IPMS Newark/Newark Model Club and the IPMS UK Spitlire SIG 'Expo 2000', The Grandstand. Southwell Racecourse, Southwell, Nottinghamshire, Contact Ian Crawford, 51 Richmond Road, 36 Ver-Road, Lincoln LN1 1LH, Tel: 01522 533350 or Email ircrawlord@tesco.net.
- October 7th, Glasgow Open Modelk Show and Competition, Glasgow College of Nautical Studies, Thistle Street, Glasgow. For more details contact Geoff Craw (01580 484578), Billy McCunnie (0141 778 5954) or Jim Thomson (01501 763478).
- Dtober 7th, The 3rd annual West Florida Model Expo. Washington High School, 600 College Parkway, Pensacota, Florida. For more information Contact Jim Scott Tel: 850 432 8410 (Email JSOTTGTP@adl.com) or John Struk Tel: 850 968 6008 (Email johnsmodes@hotmail.com)
- October 8th, The 8th bi-ennial Model Gala. presented by No. 2403 (Aldermaston) Sqn., ATC at The Hurst School, Tadley, Nr Basingstoke, Hants. For more details contact Keith Searle on 01189. 612254.
- October 8th. International Model Exhibition Halton Airfield, Nr Aylesbury/Tring. For more details contact E. Brooks Tel: 01628 475381.
- October 9th & 10th, Maquetterpo 2000 at Hyeres near Toulon (Franch Riviera). Contact Bertrand Deleest, Email: arnyB3kt/@pacwan.fr.
- October 21st & 22nd. (PMS (UK) Modelworld 2000, Telford Exhibition Centre, Telford, Shropshire. For more details contact Nick Allen, Email: nick@ipmsuk.globalnet.co.uic
- October 29th, Leicester Model Show, Aylestone Leisure Centre, Leicester, For more information contact Vac Jansons Tel: 0116 210 7640 (Leics).
- November 25th, IPMS Abingdon Model Show, Preston Road Community Centre, Abingdon, For more information contact Tony Clements Tel: 01235 522893 (0xon).

 January 14th, Bolton Model Bonarda, Ridgement House, Horwich, Bolton, For more information contact Days on 01204 695375 or Email ipms.bolton@talk21.com.

Classified

 Has anyone got a copy of 'Mosquito Monograph' that was privately published in Australia in 1982, if so, I would like to obtain a copy. Any leads gratefully received. Also any infoand photos on the 'Ultravision' B-29 modifications of the late 1940s. Any information gratefully received. Contact the Editor at the editorial address or Email SAMed@compuserve.com.

Pen Pais

- Can anyone who was a member of IPMS JHQ please contact Gary Stevens, 8 Whitemere Road Shrewsbury, Shropshire, SY1 38T for a possible reunion display at the IPMS Nationals
- Members of the Czech PMC would like to co-operate with clubs abroad. We're mainly interested in 1/48th and 1/72nd scale aircraft and can offer information about our activities on disc in a *ppt file. Contact Libor Maly, Cemphoreskeho 741, 268 02 Nymburk, Czech Flagublic, Email: gallen@oob.cz.

Please Note ...

All submissions to the Readers Classified section MUST be typed. We will no longer untertain any hand-written submissions. We regret having to insist on this, but a number of problems have ansen due to unclear handwriting in previous advertisement submissions.

Events Diary at a glarica

2000

August 12th, The 2000 'Virginia Shootout', Salem.

August 12th-13th. Bournemouth Model Spectacular

August 18th-19th. | IPMS Regional Model Contest & Swap Meet, Mesa Anzona.

August 20th. III IPMS Aven 11th Armual Model Show

New Venue

August 21st-22nd. Hong Kong Coan Modelling Competition, Kowloon.

September 2nd. III Birmingham Aircraft Enthusiasts

Soplambar 3rd. Aero Space & Vehicle Club Show. Wombourne, (Wolverhampton).

September 3rd. | IPMS Bramaton Annual Show **New Venue**

September 9th. III IPMS Cleveland. September 10th. Suiton Goldfield Model Makers' Society Model

Spectacular 2000

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Soplember 10th: Sandenand Scale Model Club. 10th Annual Model Show

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IPMS Fernborough, Hants. Suptember 17th. | IPMS fenland & Spaiding Model

Club Show

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September 24th, M Chiltern Scale Model Show (Herta).

September 24th. Botton Model Bonanza

September 24th. Cape God Scale Modelers Association, Hyannis, MA, USA

September 30th & October 1st. | Mauges Expo 2000' (France).

October 1st. | IPMS Wallingford Meda Show.

October 1st. Mega-city Model Motor Madness Toronto, Canada.

October 1st. I IFMS Lincoln/IPMS Newark/Newark Model Case and the IPMS UK Spitter SIG 'Expo 2000

Otober 7th, . Glasgow Open Model Show & Competition:

October 7th. West Florida Model Expo 2000 (USA).

October 8th. Mode Gala, 2403 (Aldermoston)

October 8th. International Model Exhibition, Halten

October 9th & 10th. Maguettexpo 2000 (France).

October 21st & 22nd. | IPMS (UK) Modelworld. 2000, Telford.

October 29th. Leicester Model Show.

November 25th, Machingdon Model Show. 2001

January 14th, Bolton Model Bonanza

IPMS (UK) Recorded Events Information Line +44 (0) 1332 776 776

Readers Classified

This service is offered free to all our readers. Send your classifieds (no more than 30 words please) to: Readers Classified

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- Solid scale aircraft models (completed) 1/36th and 1/72nd scales, 1930s and 1940s military types, SAE for list from Mr P. Fox. 23 Sandford Road, Weston-Super-Mare, North Somerset, BS23 3EX.
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- Craftworks 1/32nd mixed-media kits of Macchi 0.200 (x3), 200,00 fre plus 40,000 postage each Contact M. Marsan Fac 0039 771 549240.
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- address or e-mail SAMeo@compuserve.com. Has anyone any spare red-white-red Turkish roundels and black outlined fuselage codes in 1/72nd scale. Contact Marco Zenati. Via Gasparini 11/1, 24125-Bergamo, Italy.

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& 59. Contact the Editor, in writing, at the editorial

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DHC Chlomunk scale plans, Air Publications, also information on stencis and their placement on RAF aircraft. Any other information gratefully received. Contact Chris Royston, 208 Shawfield Road, Ash, Aldershot, Hants, GU12 6SQ.

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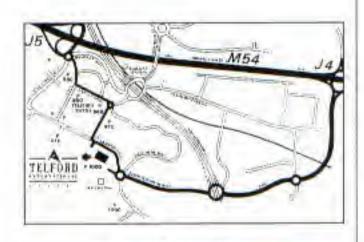
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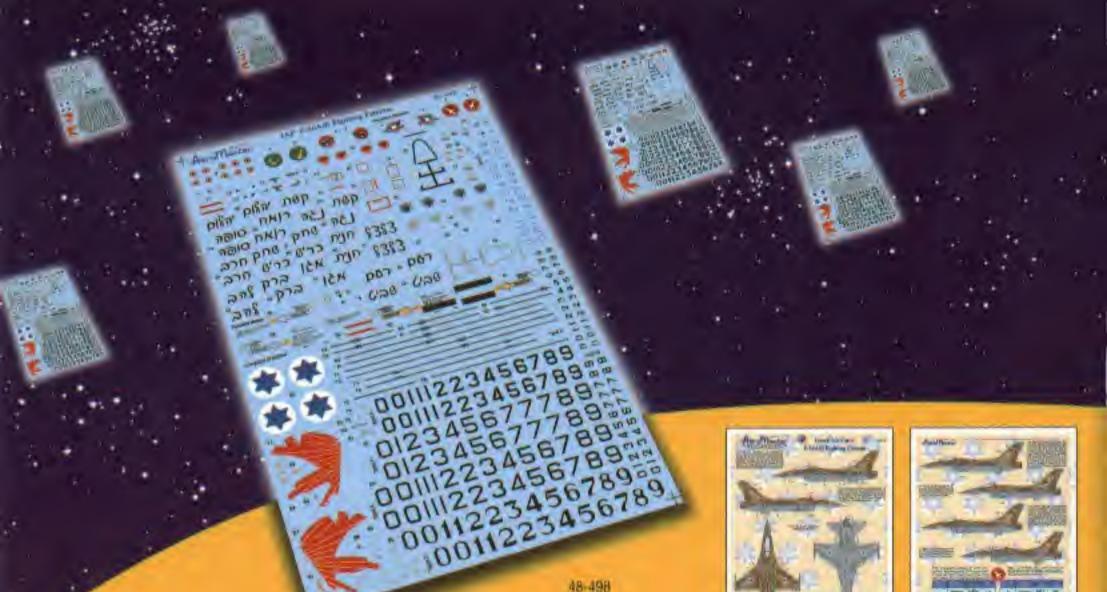












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